

The Royal Portable BATH COMPANY

Take this medium of giving publicity, that their NEW BATH-ING ROOMS are completed and ready for use, to which they invite public inspection. The business is now under the control of a new manager, whose sole care and study will be to render every comfort and polite attention to those who patronise this commodious establishment, so as to make these Baths the most replete in the metropolis, and of the utmost importance to invalids. The company has been told that many persons, especially invalids, are not aware that Medicated Vapour Baths are sent from this establishment to any part of the metropolis at five minutes' notice. A Vapour Bath, ready for immediate use, with warm bathing linen, at two miles' distance, for 8s., or by subscription of five tickets, 35s. They also supply artificial Sea-water and Sulphur Baths, at the same prices. Warm or Tepid, 7s., or by subscription of five tickets, 30s. The Baths on the premises, consisting of Medicated, Vapour, Harrowgate Sulphur, Hydropathic, and Shower, are always ready. Orders by post punctually attended to. Further particulars at the Royal Portable Bath Company's Offices, 71½, Oxford-street, opposite Poland-street.

B. BLACKMAN, Manager.

STILTON HOUSE.

Stilton Cheese in the highest perfection, and of the finest quality and flavour, for Christmas, from 10d. to 14d. per lb.; fine small smoked Hams, from 7d. to 8d.; Westphalia Hams, 8½d.; new mild Breakfast Bacon, at 6½d. and 7d. for the half or whole side; highly-smoked Bath Chaps, at 6½d. per lb.; good Cheshire Cheese, at 7d. per lb.; North Wiltshire Cheese, at 7½d. per lb.; good Salt Butter, at 10d. and 11d. per lb.; Devonshire Fresh, at 13d. and 14d. per lb.; new Lard, at 8d. and 8½d., in small bladders.

RICHARD CROSSLEY,

147, Holborn Bars, City.

N.B. Superior Neats' Tongues, cured upon the Yorkshire principle, from 3s. 6d. each; very fine American Cheese, 7d. and 7½d. per lb.

Elegance and Economy for the Table.
CRUET FRAME. BUTTER COOLER.



4 Cut Bottles, 28s.



Chased Scroll Bordered
Butter Dish, with Orna-
ment on Lid, and Cut
Glass Tub, £1 7s. 0d.

SILVER SUPERSEDED, and those corrosive and injurious Metals, called Nickel and German Silver, supplanted by the introduction of a new, and perfectly matchless ALBATA PLATE, C. WATSON, 41 & 42, BARBICAN, and 16, NORTON FOLGATE, aided by a person of Science in the amalgamation of Metals, has succeeded in bringing to Public Notice the most beautiful article ever yet offered; possessing all the richness of Silver in appearance, with all its durability and hardness—with its perfect sweetness in use, undergoing as it does, a Chemical Process, by which, all that is nauseous in mixed Metals is entirely extracted—resisting all Acids—may be cleaned as silver and is manufactured into every Article for the Table and Sideboard.

Table Spoons and Forks, Fiddle 16s 6d doz	Threaded 30s 0d	King's 35s 0d
Dessert Ditto Ditto - - - 12s 6d	Do 25s 0d	Do 28s 0d
Tea Spoons - - - - - 5s 6d	Do 12s 6d	Do 13s 6d
Sugar Tongs - - - - - 1s 3d	Do 3s 0d	Do 3s 6d

C. WATSON begs the Public will understand that this Metal is peculiarly his own, and that Silver is not more different from Gold, than his Metal is from all others—on its intrinsic merit alone he wishes it to be tested, and from the daily increasing eulogiums he receives, he is convinced that nothing can prevent its becoming an article of universal wear. C. WATSON'S handsomely ILLUSTRATED CATALOGUE and PRICE CURRENT, is just Published, and Families who regard economy and elegance, should possess themselves of this useful Book, which may be had GRATIS, and Post Free from the above Address.

TEA TRAYS, TEA URNS, KNIVES & FORKS, DISH COVERS, &c.

A set of three Paper Tea Trays, including the largest size made, 35s.—very richly ornamented all over, 50s a set of three, and up to £14—Japan Tea Trays, 7s 6d a set, and upwards—A five quart London-made Bronze Tea Urn, 35s, with the newest patterns up to 5 guineas—A set of six patent raised London-made Dish Covers, 18s 6d—Best imperial 35s 6d, set of six.—Elegant silver shape, 32s 6d, set of six.

Ivory Table Knives, 11s per doz, Desserts, 9s; Carvers, 3s 6d per pair.

	Table	Dessert	Carve.
3½-inch handsome Balance handle	18s doz.	14s doz.	6s 6d pr
4-inch Balance-handle, largest and best made	20s	16s	7s 6d
Ditto with Watson's Albata Plate Handles, equal to Silver	22s 6d	18s	8s 6d

41 & 42, Barbican, & 16, Norton Folgate.

BRADSHAW'S
Railway Companion,

CONTAINING
THE TIMES OF DEPARTURE
FARES, &c.
OF THE RAILWAYS IN GREAT BRITAIN
AND IRELAND.

AND ALSO
Hackney Coach Fares,
FROM THE PRINCIPAL RAILWAY STATIONS

ILLUSTRATED WITH
MAPS OF THE COUNTRY THROUGH WHICH THE
RAILWAYS PASS,

AND PLANS OF
LONDON, BIRMINGHAM, BRISTOL,
LIVERPOOL, AND MANCHESTER.

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LONDON:

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION
OFFICE, 59, FLEET-STREET, W. J. ADAMS, AGENT;
AND SOLD BY ALL BOOKSELLERS & RAILWAY COMPANIES

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1845.

LONDON. EAST.





GENERAL INSTRUCTIONS  
FOR  
RAILWAY TRAVELLERS.

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The Doors of the booking offices are closed at the precise times appointed for starting the Trains, and Passengers should be at the intermediate Stations at least ten minutes before the specified times of departure.

It is very desirable that Passengers should have their name and destination stated in full on their luggage, and to mark the number of the carriage on which it is deposited—light luggage may be taken into the carriage. The Companies do not hold themselves responsible for luggage unless booked and paid for according to its value. The weight generally allowed each passenger is about 60lbs for second class, and 100lbs for first class passengers.

Preserve your Ticket until called for by the Companies' servant.

Post Horses may be readily obtained at each terminus, and at most of the principal Stations.

\*\* Carriage Trucks and Horse Boxes are kept at all the principal Stations, but to prevent disappointment, it is recommended that notice be given the day previous to their being required, and they ought to be at the Station Twenty minutes before the time of starting.

At each terminus Omnibuses, Coaches, and Cabs are generally waiting the arrival of Trains.

Infants in arms, unable to walk, not charged, and children under Ten Years of age only half fare.

Dogs, at a small charge for each, are conveyed in a proper vehicle, but are not allowed to be taken inside the carriages.

Smoking not allowed at the Stations, nor in any of the carriages.

No fees or gratuities are allowed to be received by any of the Companies' servants, but they are strictly enjoined to pay every attention to the convenience of passengers.

Do not lean upon the door of the carriage, nor attempt to get out whilst it is in motion.



| Miles | Down Trains.               | 4½   | 7½    | 6     | 11    | 8     | 9     | 10½   | 11    | 12    | 1½   | 2    | 4    | 5    | 5½   | 6½   | 7½    | 8.55  | 7     | 9½    | mail | 3rd CLASS |
|-------|----------------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|-------|-------|-------|------|-----------|
|       | Trains leave               | a.m. | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | noon  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m.  | p.m.  | p.m.  | p.m.  | p.m. | p.m.      |
| 59    | PADDINGTON                 |      |       | 6 0   |       | 8 0   | 9 0   | 10 15 | 11 0  | 12 0  | 1 30 | 2 0  |      | 5 0  | 6 30 | 7 30 | 8 55  |       | 7 0   | 9 30  |      |           |
| 74    | Baling                     |      |       |       |       |       | 9 11  | 10 11 | 11 11 |       | 1 41 |      | 4 13 |      | 5 41 | 6 41 | 7 43  |       | 7 20  |       |      |           |
| 9     | Hanwell                    |      |       |       |       |       | 9 15  | 10 15 | 11 15 |       | 1 45 |      | 4 19 |      | 5 46 | 6 46 | 7 49  |       | 7 30  |       |      |           |
| 13    | Southall                   |      |       |       |       |       | 9 20  | 10 20 | 11 20 |       | 1 50 |      | 4 24 |      | 5 50 | 6 50 | 7 54  |       | 7 40  |       |      |           |
| 20    | West Drayton               |      |       |       |       |       | 9 25  | 10 25 | 11 25 |       | 1 59 |      | 4 33 |      | 6 0  | 6 59 | 8 0   |       | 7 45  |       |      |           |
| 23    | SLOUGH                     |      |       | 6 35  |       | 8 35  | 9 45  | 10 53 | 11 45 | 12 38 | 2 15 | 2 38 | 4 46 | 5 38 | 6 12 | 7 15 | 8 16  | 9 30  | 7 38  | 10 30 |      |           |
| 30    | MAIDENHEAD                 |      |       | 6 45  |       | 8 45  | 9 55  | 11 55 |       |       | 2 50 | 4 56 |      | 6 30 |      |      | 8 26  | 9 42  | 8 55  |       |      |           |
| 32    | 1 WYFORD                   |      |       |       |       | 9 5   |       |       |       | 1 8   |      | 3 8  | 5 12 | 6 3  |      |      | 8 42  |       | 9 31  | 11 14 |      |           |
| 35    | READING                    |      |       |       |       | 9 18  |       | 11 35 |       | 1 20  |      | 3 22 | 5 25 | 6 17 |      |      | 8 55  | 10 10 | 9 53  | 11 40 |      |           |
| 41    | PANGBOURNE                 |      |       |       |       | 9 55  |       |       |       | 1 37  |      | S    |      | 6 30 |      |      | 9 10  |       | 10 20 |       |      |           |
| 44    | Goring                     |      |       |       |       |       |       |       |       | 1 47  |      |      |      | 6 45 |      |      | 9 18  |       | 10 35 |       |      |           |
| 47    | WALLINGFORD ROAD           |      |       |       |       | 9 52  |       | 11 58 |       |       |      | 3 45 |      | S    |      |      | 9 27  | 10 35 | 10 50 | 12 20 |      |           |
| 53    | DIDCOT (Junction)          |      |       | 7 46  |       | 10 5  | 11 15 | 12 12 |       | 2 6   |      | 3 58 |      | 6 58 |      |      | 9 40  | 10 48 | 11 20 | 12 45 |      |           |
| 55    | APPLEFORD                  |      |       |       |       |       | 10 17 | 12 20 |       | 2 14  |      |      |      | 7 3  |      |      | 9 50  |       | 12 20 |       |      |           |
| 56    | ABINGDON ROAD              |      |       | 7 55  |       | 10 20 | 12 23 |       | 2 17  |       | 4 10 |      |      | 7 15 |      |      | 9 55  | 11 0  | 12 23 | 7 55  |      |           |
| 63    | OXFORD                     |      |       | 8 10  |       | 10 37 | 11 36 | 12 38 |       | 2 35  |      | 4 25 |      | 7 30 |      |      | 10 10 | 11 16 | 12 28 | 8 10  |      |           |
| 66    | STEVENTON                  |      |       | 7 55  |       | M     |       | 12 38 |       | 2 17  |      |      | 7 13 |      |      |      | 10 54 | 11 35 |       |       |      |           |
| 63    | FARRINGTON ROAD            |      |       | 8 12  |       |       |       | 12 38 |       | 2 32  |      | 4 26 |      | 7 28 |      |      | 11 12 | 12 10 | 1 19  |       |      |           |
| 71    | SHRIVENHAM                 |      |       |       |       | 10 42 |       |       | 2 50  |       | 4 44 |      | 7 45 |      |      |      | 11 40 | 12 40 |       |       |      |           |
| 77    | SWINDON (Junction)         |      |       | 8 40  |       | 10 55 |       | 1 5   |       | 3 5   |      | 4 58 |      | 7 55 |      |      | 11 40 | 1 25  | 2 15  |       |      |           |
|       | CHELTENHAM (Departs for)   |      |       | 9 2   |       | 11 7  |       | 1 17  |       | 3 17  |      | 5 10 |      | 8 7  |      |      | 11 52 | 3 17  | 9 2   |       |      |           |
|       | 81½ Purton                 |      |       | 9 10  |       |       |       | 1 27  |       | 3 25  |      | 5 17 |      |      |      |      |       | 3 25  | 9 10  |       |      |           |
|       | 85½ MINETY                 |      |       | 9 20  |       | 11 23 |       | 1 38  |       | 3 32  |      | 5 27 |      | 8 22 |      |      |       | 3 32  | 9 20  |       |      |           |
|       | 95 CIRENCESTER             |      |       | 9 50  |       | 11 50 |       | 2 5   |       | 4 5   |      | 5 53 |      | 8 50 |      |      | 12 35 | 4 5   | 9 50  |       |      |           |
|       | SWINDON Junction (Departs) |      |       | 8 50  |       | 11 5  |       | 1 15  |       | 3 15  |      | 5 8  |      | 8 5  |      |      | 11 50 | 1 45  | 2 30  |       |      |           |
|       | WOOTTON BASSET             |      |       | 9 3   |       |       |       |       |       |       | 5 21 |      | 8 17 |      |      |      |       | 2 10  |       |       |      |           |
|       | CHIPPENHAM                 |      |       | 9 28  |       | 11 35 |       | 1 45  |       | 3 50  |      | 5 43 |      | 8 38 |      |      | 12 20 | 2 40  | 3 45  |       |      |           |
|       | Corsham                    |      |       | 9 38  |       | 11 47 |       |       |       | 4 2   |      |      | 8 48 |      |      |      |       | 2 55  |       |       |      |           |
|       | Box                        |      |       | 9 48  |       | 11 57 |       |       |       |       | p.m. | 6 3  | 8 57 |      | p.m. |      |       | 3 10  |       |       |      |           |
|       | BATH                       | 4 30 | 7 15  | 10 0  | 11 0  | 12 10 | 1 0   | 2 10  | 3 0   | 4 25  | 5 30 | 6 15 | 9 15 |      | 9 30 |      | 12 50 | 3 28  | 4 30  |       |      |           |
|       | Twerton                    |      | 7 20  |       | 11 5  |       | 1 5   |       | 2 5   |       | 5 35 |      |      |      | 9 35 |      |       | 3 45  |       |       |      |           |
|       | Saltford                   |      | 7 28  |       | 11 13 |       | 1 13  |       | 3 13  |       | 5 45 |      |      |      | 9 42 |      |       | 3 55  |       |       |      |           |
|       | Keynsham                   |      | 7 35  | 10 20 | 11 20 |       | 1 20  |       | 3 20  |       | 5 50 |      |      |      | 9 49 |      |       | 4 2   |       |       |      |           |
|       | arrival                    | 5 20 | 7 45  | 10 30 | 11 30 | 12 35 | 1 30  | 2 35  | 3 30  | 4 55  | 6 0  | 6 40 |      | 9 45 |      | 10 0 |       | 1 15  | 4 20  | 5 20  |      |           |
|       | BRISTOL                    |      |       |       |       |       |       |       |       |       |      |      |      |      |      |      |       |       |       | a.m.  |      |           |
|       | departure                  |      | 8 0   | 10 50 |       | 12 50 |       | 2 45  |       | 5 10  |      | 6 55 |      |      |      |      |       | 1 25  |       | 7 0   |      |           |
|       | Nailsea                    |      | 8 18  |       |       | 1 8   |       |       |       | 5 28  |      | 7 13 |      |      |      |      |       |       | 7 35  |       |      |           |
|       | CLEDON ROAD, Yatton Junc.  |      | 8 28  | 11 18 |       | 1 18  |       | 3 16  |       | 5 39  |      | 7 23 |      |      |      |      |       |       | 7 58  |       |      |           |
|       | Banwell                    |      |       | 11 25 |       |       |       |       |       | 5 48  |      |      |      |      |      |      |       |       | 8 10  |       |      |           |
|       | WESTON SUPER MARE          |      | 8 45  | 11 35 |       | 1 28  |       | 3 31  |       | 5 55  |      | 7 40 |      |      |      |      |       |       | 8 42  |       |      |           |
|       | HIGHBRIDGE, near Burnham   |      | 9 3   | 11 53 |       |       |       | 3 49  |       | 6 15  |      | 7 58 |      |      |      |      |       |       | 9 5   |       |      |           |
|       | BRIDGEWATER                | a.m. | 9 20  | 12 10 |       | 2 0   |       | 4 3   |       | 6 30  |      | 8 15 |      |      |      |      |       | 2 35  |       | 9 5   |      |           |
|       | TAUNTON                    | 8 0  | 9 40  | 12 30 |       | 2 25  |       | 4 23  |       | 6 55  |      | 8 35 |      |      |      |      |       | 3 0   |       | 10 10 |      |           |
|       | WELLINGTON                 | 8 15 | 9 55  | 12 45 |       |       |       | 4 40  |       | 7 10  |      | 8 50 |      |      |      |      |       | 3 15  |       | 10 55 |      |           |
|       | TIVERTON ROAD              | 8 34 | 10 18 | 1 10  |       | 2 55  |       | 5 0   |       | 7 35  |      | 9 15 |      |      |      |      |       | 3 35  |       | 11 30 |      |           |
|       | COLLUMPTON                 | 8 39 | 10 24 | 1 17  |       | 3 0   |       |       |       | 7 42  |      | 9 22 |      |      |      |      |       | 3 40  |       | 11 40 |      |           |
|       | Hele                       | 8 49 | 10 35 | 1 30  |       | 3 10  |       | 5 15  |       | 7 52  |      | 9 32 |      |      |      |      |       |       | 12 0  |       |      |           |
|       | EXETER                     | 9 0  | 10 50 | 1 48  |       | 3 30  |       | 5 32  |       | 8 10  |      | 9 50 |      |      |      |      |       | 4 5   |       | 12 30 |      |           |

| Miles | Up Trains.                    | 7½   | 9    | 6½   | 7    | 11¼   | mail<br>835 | 7     | 8     | 9¼              | 10½   | 2    | mail<br>12 46 | 4½   | 2    | 3¼<br>Bristol<br>mail | 5¼   | 930<br>mail | Third<br>CLASS. |
|-------|-------------------------------|------|------|------|------|-------|-------------|-------|-------|-----------------|-------|------|---------------|------|------|-----------------------|------|-------------|-----------------|
|       | Trains leave                  | a.m. | a.m. | a.m. | a.m. | a.m.  | a.m.        | a.m.  | a.m.  | a.m.            | a.m.  | a.m. | p.m.          | p.m. | p.m. | p.m.                  | p.m. | p.m.        | a.m.            |
| 83    | EXETER                        | —    | —    | —    | —    | —     | —           | 7 17  | 8 45  | 9 15            | 10 30 | —    | 12 46         | —    | —    | 2 0                   | 3 15 | 5 15        | 9 35            |
| 124   | Hele                          | —    | —    | —    | —    | —     | —           | 7 17  | 8 45  | 9 32            | —     | —    | 1 0           | —    | —    | 2 25                  | 3 31 | 5 33        | 9 57            |
| 142   | COLLUMPTON                    | —    | —    | —    | —    | —     | —           | 7 27  | 8 56  | 9 42            | 10 53 | —    | 1 11          | —    | —    | 2 45                  | 3 39 | 5 42        | 9 57            |
| 233   | TIVERTON ROAD                 | —    | —    | —    | —    | —     | —           | 7 35  | 9 4   | 9 48            | 11 0  | —    | 1 17          | —    | —    | 3 0                   | 3 44 | 5 48        | 10 1            |
| 303   | WELLINGTON                    | —    | —    | —    | —    | —     | —           | 7 55  | 9 24  | 10 10           | 11 21 | —    | 1 39          | —    | —    | 3 45                  | 4 3  | 6 13        | 10 23           |
| 424   | TAUNTON                       | —    | —    | —    | —    | —     | —           | 8 10  | 9 40  | For<br>down     | 11 37 | —    | 1 52          | —    | —    | 4 25                  | 4 17 | 6 30        | 10 40           |
| 484   | BRIDGEWATER                   | —    | —    | —    | —    | —     | —           | 8 34  | 10 0  | —               | 11 58 | —    | 2 14          | —    | —    | 5 10                  | 4 37 | 6 55        | 11 5            |
|       | HIGHBRIDGE                    | —    | —    | —    | —    | —     | —           | 8 48  | 10 15 | trains<br>only. | —     | —    | 2 27          | —    | —    | 5 45                  | 4 50 | 7 6         | —               |
| 584   | WESTON SUPER MARE Station.    | —    | —    | —    | —    | —     | —           | 8 35  | 10 20 | 11 25           | 12 18 | —    | 2 32          | —    | —    | 5 0                   | 5 0  | 7 20        | —               |
| 60    | Banwell                       | —    | —    | —    | —    | —     | —           | 9 12  | —     | —               | 12 34 | —    | —             | —    | —    | —                     | 7 32 | —           | —               |
| 634   | CLEVEDON RD. Yatta. Junction. | —    | —    | —    | —    | —     | —           | 9 21  | 10 42 | —               | 12 41 | —    | 2 57          | —    | —    | 6 45                  | 5 20 | 7 42        | —               |
| 67½   | Nailsea                       | —    | —    | —    | —    | —     | —           | 9 31  | —     | —               | 12 50 | —    | —             | —    | —    | —                     | 5 30 | 7 52        | —               |
| 75½   | BRISTOL } arrival             | —    | —    | —    | —    | —     | —           | 9 50  | 11 0  | noon            | 1 10  | —    | 3 25          | —    | —    | 7 30                  | 5 50 | 8 15        | 12 15           |
| 804   | Keynsham                      | —    | —    | —    | —    | —     | —           | 10 0  | 11 20 | 12 0            | —     | 2 0  | 3 40          | 4 30 | 10 0 | 6 10                  | 8 30 | 12 25       | 9 30            |
| 824   | Salford                       | —    | —    | —    | —    | —     | —           | 10 10 | 11 30 | 12 10           | —     | 2 10 | 3 50          | 4 40 | —    | —                     | 8 40 | —           | 9 50            |
| 85½   | Twerton                       | —    | —    | —    | —    | —     | —           | 10 16 | —     | 12 16           | —     | 2 16 | —             | 4 46 | —    | —                     | 8 46 | —           | 10 0            |
| 87    | BATH                          | —    | —    | —    | —    | —     | —           | 10 22 | —     | 12 22           | —     | 2 22 | —             | 4 52 | —    | —                     | 8 52 | —           | 10 12           |
| 92    | Box                           | —    | —    | —    | —    | —     | —           | 10 30 | 11 48 | 12 30           | —     | 1 45 | 2 30          | 4 7  | —    | 10 45                 | 6 35 | 9 0         | 12 45           |
| 95½   | Corsham                       | —    | —    | —    | —    | —     | —           | —     | 12 0  | —               | 2 0   | —    | 4 20          | —    | —    | —                     | 6 47 | —           | 10 45           |
| 100   | CHIPPENHAM                    | —    | —    | —    | —    | —     | —           | 9 23  | —     | 12 12           | —     | 2 10 | 4 32          | —    | —    | —                     | 7 0  | —           | 11 5            |
| 111   | WOOTTON BASSET                | —    | —    | —    | —    | —     | —           | 9 35  | —     | 12 25           | —     | 2 24 | —             | 4 44 | —    | —                     | 7 12 | —           | 11 5            |
|       | Starting from                 | —    | —    | —    | —    | —     | —           | 9 59  | —     | —               | —     | —    | 5 8           | —    | —    | —                     | —    | —           | 12 15           |
| 134½  | CIRENCESTER                   | —    | —    | —    | 7 50 | —     | 9 25        | —     | 12 15 | —               | 1 45  | —    | 4 38          | —    | —    | 6 45                  | —    | 1 5         | 12 15           |
| 125   | MINETY                        | —    | —    | —    | 8 15 | —     | 9 50        | —     | 12 37 | —               | 2 10  | —    | 4 38          | —    | —    | 7 10                  | —    | —           | 12 37           |
| 121   | Purton                        | —    | —    | —    | 8 23 | —     | 10 0        | —     | 12 47 | —               | 2 20  | —    | 4 50          | —    | —    | 7 20                  | —    | —           | 12 47           |
| 130   | SWINDON } Arrival             | —    | —    | —    | 8 37 | —     | 10 13       | —     | 1 0   | —               | 2 52  | —    | 5 20          | —    | —    | 7 40                  | —    | 1 50        | 12 45           |
| 137½  | JUNCTION } Departure          | —    | —    | —    | 8 47 | —     | 10 23       | —     | 1 10  | —               | 3 2   | —    | 5 30          | —    | —    | 7 50                  | —    | 2 0         | 1 15            |
|       | SHRIVENHAM                    | —    | —    | —    | 8 58 | —     | 10 35       | —     | 1 23  | —               | —     | —    | 5 42          | —    | —    | —                     | —    | 2 10        | 1 40            |
|       | FABINGDON ROAD                | —    | —    | —    | 9 13 | —     | 10 50       | —     | —     | —               | 3 27  | —    | —             | —    | —    | 8 13                  | —    | 2 25        | 1 40            |
|       | STEVENTON                     | —    | —    | —    | 9 23 | —     | —           | —     | —     | —               | —     | —    | 6 10          | —    | —    | —                     | —    | 2 40        | —               |
|       | Starting from                 | —    | —    | —    | —    | —     | —           | —     | —     | —               | —     | —    | —             | —    | —    | —                     | —    | —           | —               |
| 150½  | OXFORD                        | —    | —    | —    | 7 50 | 9 10  | —           | 10 45 | 11 45 | 1 35            | —     | 3 15 | —             | 5 45 | —    | 8 0                   | —    | 2 49        | 1 35            |
| 143½  | ABINGDON ROAD                 | —    | —    | —    | 8 5  | 9 25  | —           | 11 0  | 11 58 | 1 50            | —     | 3 30 | —             | 6 5  | —    | 8 15                  | —    | 2 35        | 1 50            |
| 142½  | APPLEFORD                     | —    | —    | —    | 8 8  | —     | —           | —     | —     | 1 53            | —     | —    | 6 10          | —    | —    | —                     | —    | 1 53        | —               |
| 140½  | DIDCOT                        | —    | —    | —    | 8 14 | 9 35  | —           | 11 10 | 12 10 | 2 0             | —     | 3 47 | —             | 6 18 | —    | 8 33                  | —    | 2 49        | 3 55            |
| 146½  | WALLINGFORD ROAD              | —    | —    | —    | 8 30 | —     | —           | 11 28 | —     | 2 20            | —     | —    | 6 35          | —    | —    | —                     | —    | 3 6         | 4 0             |
| 149½  | Goring                        | —    | —    | —    | 8 38 | 9 55  | —           | —     | —     | —               | —     | —    | 6 42          | —    | —    | —                     | —    | 3 40        | —               |
| 152½  | PANGBOURNE                    | —    | —    | —    | 8 46 | 10 2  | —           | 11 40 | —     | —               | —     | 4 13 | —             | —    | —    | 8 59                  | —    | —           | 3 50            |
| 152½  | READING                       | —    | —    | —    | 9 0  | 10 16 | —           | 11 53 | —     | 2 42            | —     | 4 28 | —             | —    | —    | 9 13                  | —    | 3 30        | 4 30            |
| 158   | TWYFORD                       | —    | —    | —    | 9 10 | 10 26 | —           | —     | —     | 2 55            | —     | —    | 7 0           | —    | —    | 9 25                  | —    | —           | 4 55            |
| 162   | MAIDENHEAD                    | —    | —    | —    | 7 55 | a.m.  | 9 30        | 10 40 | 11 15 | 12 20           | 1 45  | —    | 4 52          | p.m. | 7 14 | 9 30                  | —    | 4 0         | 5 30            |
| 171½  | SLOUGH                        | —    | —    | —    | 8 6  | 9 0   | 9 40        | 10 50 | 11 25 | 12 30           | 2 0   | 3 22 | —             | 5 5  | 6 0  | 7 42                  | 8 45 | 4 10        | 6 5             |
| 175½  | West Drayton                  | —    | —    | —    | 8 18 | 9 10  | 9 53        | —     | 11 37 | —               | 2 10  | —    | —             | 6 10 | —    | —                     | 8 55 | —           | 6 20            |
| 184½  | Southall                      | —    | —    | —    | 8 28 | 9 19  | 10 3        | —     | 11 46 | —               | 2 19  | —    | —             | 6 19 | —    | —                     | 9 5  | —           | 6 32            |
| 186½  | Hanwell                       | —    | —    | —    | 8 33 | 9 24  | 10 9        | —     | 11 51 | —               | 2 24  | —    | —             | 6 24 | —    | —                     | 9 10 | —           | 6 38            |
| 188½  | Ealing                        | —    | —    | —    | 8 38 | 9 28  | 10 14       | —     | 11 56 | —               | 2 28  | —    | —             | 6 28 | —    | —                     | 9 15 | —           | 6 44            |
| 193½  | PADDINGTON                    | —    | —    | —    | 8 55 | 9 45  | 10 30       | 11 30 | 12 15 | 1 10            | 2 45  | 4 10 | —             | 5 50 | 6 45 | 8 35                  | 9 30 | —           | 7 45            |

Trains marked thus \* run on  
Sundays.



## GREAT WESTERN TABLE OF FARES.

| From<br>Paddington<br>to |              | PASSENGERS.  |       |          | *CAR-<br>RIAGES. |                       | Horses       |                  | From<br>BRISTOL<br>to |          | PASSENGERS. |      |                       | *CAR-<br>RIAGES. |              | Horses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |      | From<br>EXETER<br>to |      | PASSENGERS.           |              |              | *CAR-<br>RIAGES. |      | Horses.  |      |                       |      |      |
|--------------------------|--------------|--------------|-------|----------|------------------|-----------------------|--------------|------------------|-----------------------|----------|-------------|------|-----------------------|------------------|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------------|------|-----------------------|--------------|--------------|------------------|------|----------|------|-----------------------|------|------|
| 1st<br>class             | 2nd<br>class | 3rd<br>class | whl   | 2<br>whl | Each             | Fair,<br>same<br>pro. | 1st<br>class | 2nd<br>class     | 3rd<br>class          | 4<br>whl | 2<br>whl    | Each | Fair,<br>same<br>pro. | 1st<br>class     | 2nd<br>class | 3rd<br>class                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | whl  | 2<br>whl             | Each | Fair,<br>same<br>pro. | 1st<br>class | 2nd<br>class | 3rd<br>class     | whl  | 2<br>whl | Each | Fair,<br>same<br>pro. |      |      |
| Ealing                   | 1s6d         | 0s9d         | 0-6d  | s.d.     | s.d.             | s.d.                  | s.d.         | Exeter           | 20s                   | 13s      | 6s4d        | 40s  | 30s                   | 34s              | 54s          | Hele                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 2s6d | 1s6d                 | 6s9d | s.d.                  | s.d.         | s.d.         | s.d.             | s.d. | s.d.     | s.d. | s.d.                  | s.d. |      |
| Hanwell                  | 2 0          | 1 0          | 0 8   | ..       | ..               | ..                    | ..           | Hele             | 18 0                  | 11 6     | 5 7         | ..   | ..                    | ..               | ..           | Collyumpton                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3 6  | 2 6                  | 1 10 | 0 8                   | 0 8          | 0 13 0       | 16 0             | 10 0 | 5 3      | 36 0 | 27 0                  | 30 0 | 48 0 |
| Southall                 | 2 6          | 1 3          | 0 9   | ..       | ..               | ..                    | ..           | Collyumpton      | 16 6                  | 10 6     | 5 3         | 36 0 | 27 0                  | 30 0             | 46 0         | Tiverton Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 4 6  | 3 0                  | 1 3  | 12 0                  | 9 0          | 16 0         | 16 0             | 10 0 | 5 3      | 36 0 | 27 0                  | 30 0 | 46 0 |
| West Drayton             | 3 0          | 1 6          | 1 1   | ..       | ..               | ..                    | ..           | Tiverton Road    | 15 6                  | 10 0     | 5 1         | 30 0 | 24 0                  | 26 0             | 42 0         | Taunton                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 7 6  | 5 0                  | 2 0  | 16 0                  | 12 0         | 14 0         | 21 0             | 14 0 | 8 0      | 24 0 | 20 0                  | 22 0 | 35 0 |
| Slough                   | 4 6          | 2 6          | 1 6   | 11 0     | 8 0              | 9 0                   | 14 0         | Wellington       | 13 0                  | 8 6      | 4 4         | 26 0 | 20 0                  | 22 0             | 35 0         | Bridgewater                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 9 0  | 5 6                  | 2 7  | 18 0                  | 12 0         | 15 0         | 23 0             | 16 0 | 10 0     | 26 0 | 22 0                  | 30 0 | 42 0 |
| Maldenhead               | 5 6          | 3 6          | 1 11  | 12 0     | 9 0              | 10 0                  | 16 0         | Taunton          | 11 0                  | 7 6      | 3 26 0      | 20 0 | 22 0                  | 35 0             | Highbridge   | 12 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 7 6  | 3 7                  | 18 0 | 12 0                  | 15 0         | 29 0         | 20 0             | 24 0 | 35 0     | 14 0 | 8 6                   | 4 1  | 28 0 |
| Twyford                  | 7 0          | 5 0          | 2 7   | 16 0     | 12 0             | 14 0                  | 24 0         | Bridgewater      | 6 6                   | 4 6      | 2 3         | 16 0 | 12 0                  | 14 0             | 24 0         | Weston St. Mar                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 15 6 | 10 0                 | 4 11 | 32 0                  | 23 0         | 27 0         | 39 0             | 16 0 | 10 6     | 5 0  | ..                    | ..   | ..   |
| Reading                  | 8 0          | 5 6          | 3 0   | 20 0     | 15 0             | 16 0                  | 28 0         | Highbridge       | 5 0                   | 3 0      | 1 8         | 12 0 | 9 0                   | 10 0             | 16 0         | Banwell                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 16 6 | 10 6                 | 5 0  | ..                    | ..           | ..           | ..               | ..   | ..       | ..   | ..                    | ..   | ..   |
| Pangbourne               | 9 6          | 6 6          | 3 6   | 24 0     | 18 0             | 20 0                  | 32 0         | Weston Sup. Mare | 4 0                   | 2 6      | 1 4         | ..   | ..                    | ..               | ..           | Clevedon Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 17 6 | 11 6                 | 5 4  | 36 0                  | 26 0         | 31 0         | 47 0             | 16 6 | 10 6     | 5 0  | ..                    | ..   | ..   |
| Goring                   | 10 6         | 7 0          | 3 9   | ..       | ..               | ..                    | ..           | Banwell          | 4 0                   | 2 6      | 1 4         | ..   | ..                    | ..               | ..           | Clevedon Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 17 6 | 11 6                 | 5 4  | 36 0                  | 26 0         | 31 0         | 47 0             | 16 6 | 10 6     | 5 0  | ..                    | ..   | ..   |
| Wallingford Road         | 11 6         | 8 0          | 4 0   | 28 0     | 21 0             | 24 0                  | 40 0         | Clevedon Road    | 3 0                   | 1 6      | 1 0         | 8 0  | 6 0                   | 7 0              | 12 0         | Nailesea                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 18 6 | 12 0                 | 5 8  | ..                    | ..           | ..           | ..               | ..   | ..       | ..   | ..                    | ..   | ..   |
| Steventon                | 13 6         | 9 0          | 4 9   | 32 0     | 24 0             | 28 0                  | 48 0         | Nailesea         | 2 0                   | 1 0      | 0 8         | ..   | ..                    | ..               | ..           | BRISTOL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 20 0 | 13 6                 | 6 4  | 40 0                  | 30 0         | 34 0         | 54 0             | 20 0 | 13 6     | 6 4  | 40 0                  | 30 0 | 34 0 |
| OXFORD                   | 15 0         | 10 0         | 5 4   | 36 0     | 27 0             | 32 0                  | 52 0         | Keynsham         | 1 6                   | 0 9      | 0 5         | ..   | ..                    | ..               | ..           | BATH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 22 6 | 14 6                 | 7 3  | 48 0                  | 35 0         | 41 0         | 63 0             | 22 6 | 14 6     | 7 3  | 48 0                  | 35 0 | 41 0 |
| Faringdon Road           | 15 0         | 10 0         | 5 4   | 36 0     | 27 0             | 32 0                  | 52 0         | Saltford         | 2 0                   | 1 0      | 0 7         | ..   | ..                    | ..               | ..           | Cirencester                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 32 0 | 21 6                 | 11 3 | 60 0                  | 46 0         | 52 0         | 75 0             | 32 0 | 21 6     | 11 3 | 60 0                  | 46 0 | 52 0 |
| Shrivenham               | 17 6         | 12 0         | 6 0   | 40 0     | 29 0             | 35 0                  | 55 0         | Twerton          | 2 3                   | 1 3      | 0 10        | ..   | ..                    | ..               | ..           | OXFORD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 40 6 | 27 0                 | 12 7 | 75 0                  | 57 0         | 64 0         | 88 0             | 40 6 | 27 0     | 12 7 | 75 0                  | 57 0 | 64 0 |
| Swindon                  | 20 0         | 14 0         | 6 5   | 42 0     | 32 0             | 38 0                  | 58 0         | BATH             | 2 6                   | 1 6      | 1 0         | 8 0  | 6 0                   | 7 0              | 12 0         | Paddington                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 50 0 | 34 0                 | 16 2 | 92 0                  | 74 0         | 82 0         | 108 0            | 50 0 | 34 0     | 16 2 | 92 0                  | 74 0 | 82 0 |
| Purton                   | 21 6         | 15 0         | 6 10  | ..       | ..               | ..                    | ..           | Box              | 3 6                   | 2 0      | 1 4         | ..   | ..                    | ..               | ..           | * Carriages and Horses, when conveyed by the Goods or cheap train, will be charged one-third less than this scale.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Minety                   | 23 0         | 16 0         | 7 2   | 45 0     | 35 0             | 41 0                  | 61 0         | Corsham          | 4 6                   | 2 6      | 1 8         | ..   | ..                    | ..               | ..           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| CIRENCESTER              | 25 0         | 18 0         | 7 11  | 48 0     | 38 0             | 44 0                  | 64 0         | Chippenham       | 8 0                   | 5 6      | 3 0         | 16 0 | 10 0                  | 15 0             | 22 0         | Exeter is 45 miles from Plymouth; Cirencester is 15 miles from Cheltenham, 12 miles from Stroud, and 17 miles from Gloucester.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Wootton Bassett          | 22 0         | 15 0         | 6 11  | 44 0     | 34 0             | 40 0                  | 60 0         | Wootton Bassett  | 10 6                  | 7 6      | 3 10        | ..   | ..                    | ..               | ..           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Chippenham               | 24 6         | 17 6         | 7 10  | 47 0     | 37 0             | 43 0                  | 63 0         | Purton           | 11 0                  | 8 0      | 4 2         | 20 0 | 17 0                  | 19 0             | 27 0         | Post Horses are kept in readiness at the principal stations, and upon sufficient notice being given at Paddington, or at the Bull and Mouth office, St. Martin's-le-Grand, would be sent to bring carriages from any part of London to the station, at a charge of 10s. west of St. Martin's-lane, and 10s. 6d. beyond it, both including post boy. Similar notice may be given at Bristol for carriages to be brought from Clifton or the neighbourhood to the Bristol station.                                                                                                                                                                                                                                                                                                                                      |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Corsham                  | 25 6         | 18 6         | 8 3   | ..       | ..               | ..                    | ..           | Minety           | 12 0                  | 8 6      | 5 0         | 22 0 | 18 0                  | 22 0             | 29 0         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Box                      | 26 6         | 19 0         | 8 6   | ..       | ..               | ..                    | ..           | CIRENCESTER      | 10 6                  | 7 0      | 3 6         | 20 0 | 17 0                  | 19 0             | 27 0         | The strong black mark or stop under certain times of arrival, in the two preceding tables, show that the trains do not proceed beyond the stations on the same line.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| BATH                     | 27 6         | 19 6         | 8 11  | 53 0     | 43 0             | 48 0                  | 68 0         | Swindon          | 16 6                  | 12 0     | 5 2         | 32 0 | 26 0                  | 28 0             | 42 0         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Twerton                  | 28 6         | 20 0         | 9 1   | ..       | ..               | ..                    | ..           | Shrivenham       | 15 6                  | 11 0     | 4 7         | 28 0 | 23 0                  | 25 0             | 37 0         | Passengers, Parcels, &c. from Exeter, Taunton, Bridgewater, Bristol, Bath, and Chippenham, proceeding to Gloucester, Cheltenham, Oxfordshire, &c. may be booked for Cirencester or Oxford, by the up trains to Swindon or Didcot Junctions, proceeding by the down trains to those places. In like manner passengers from Gloucestershire, or Oxfordshire, &c. can proceed West, by coming from Oxford or Cirencester to the Swindon or Didcot Junctions, & thence by the down trains to Chippenham, Bath, Bristol, Bridgewater, Taunton, & Exeter.—Third class passengers will be conveyed by the Goods' trains, & 56lbs. of luggage allowed for each. The down Goods' train on Sunday leaves Swindon for Cirencester at 11 17 p.m. instead of 11 17 a.m., and Didcot for Oxford at 12 12 p.m., instead of 10 5 a.m. |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Saltford                 | 29 0         | 20 6         | 9 6   | ..       | ..               | ..                    | ..           | Faringdon Road   | 18 6                  | 13 6     | 5 11        | 36 0 | 29 0                  | 32 0             | 46 0         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Keynsham                 | 29 6         | 20 6         | 9 6   | ..       | ..               | ..                    | ..           | Steventon        | 19 6                  | 14 0     | 6 4         | 38 0 | 30 0                  | 34 0             | 49 0         | SUNDAY TRAINS.—The Trains marked with an * in the two preceding tables run on Sundays, and in addition there are trains as follows:—<br>DOWN.—Paddington to Slough at 8½ and 9 a.m. to Reading, at 9 a.m.; to Maidenhead, at 5 p.m.; and to Oxford at 7 p.m.; also from Swindon to Bristol at 8½ a.m.<br>UP.—From Exeter to Bristol, at 7 a.m. & 3 15 p.m.; from Bristol to Swindon, at 6½ p.m.; from Oxford to Paddington at 7 20 a.m.; and 5 50 p.m.; from Slough to Paddington, at 8 a.m. and 5 p.m.; from Maidenhead to Paddington, at 6½ p.m.; and from Reading to Paddington, at 9 p.m.<br>Trains stop on particular days as indicated by their initials.                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| BRISTOL                  | 30 0         | 21 0         | 9 11  | 58 0     | 48 0             | 53 0                  | 73 0         | OXFORD           | 20 0                  | 14 0     | 6 4         | 38 0 | 30 0                  | 34 0             | 49 0         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Nailesea                 | 32 0         | 22 0         | 10 7  | ..       | ..               | ..                    | ..           | Wallingford Road | 19 6                  | 13 6     | 5 11        | 36 0 | 29 0                  | 32 0             | 46 0         | Passengers, Parcels, &c. from Exeter, Taunton, Bridgewater, Bristol, Bath, and Chippenham, proceeding to Gloucester, Cheltenham, Oxfordshire, &c. may be booked for Cirencester or Oxford, by the up trains to Swindon or Didcot Junctions, proceeding by the down trains to those places. In like manner passengers from Gloucestershire, or Oxfordshire, &c. can proceed West, by coming from Oxford or Cirencester to the Swindon or Didcot Junctions, & thence by the down trains to Chippenham, Bath, Bristol, Bridgewater, Taunton, & Exeter.—Third class passengers will be conveyed by the Goods' trains, & 56lbs. of luggage allowed for each. The down Goods' train on Sunday leaves Swindon for Cirencester at 11 17 p.m. instead of 11 17 a.m., and Didcot for Oxford at 12 12 p.m., instead of 10 5 a.m. |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Clevedon Road            | 33 0         | 22 6         | 10 11 | 61 0     | 51 0             | 56 0                  | 76 0         | Goring           | 21 0                  | 14 6     | 6 2         | ..   | ..                    | ..               | ..           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Banwell                  | 35 0         | 23 6         | 11 2  | ..       | ..               | ..                    | ..           | Pangbourne       | 22 0                  | 14 6     | 5 5         | 40 0 | 32 0                  | 35 0             | 50 0         | Passengers, Parcels, &c. from Exeter, Taunton, Bridgewater, Bristol, Bath, and Chippenham, proceeding to Gloucester, Cheltenham, Oxfordshire, &c. may be booked for Cirencester or Oxford, by the up trains to Swindon or Didcot Junctions, proceeding by the down trains to those places. In like manner passengers from Gloucestershire, or Oxfordshire, &c. can proceed West, by coming from Oxford or Cirencester to the Swindon or Didcot Junctions, & thence by the down trains to Chippenham, Bath, Bristol, Bridgewater, Taunton, & Exeter.—Third class passengers will be conveyed by the Goods' trains, & 56lbs. of luggage allowed for each. The down Goods' train on Sunday leaves Swindon for Cirencester at 11 17 p.m. instead of 11 17 a.m., and Didcot for Oxford at 12 12 p.m., instead of 10 5 a.m. |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Weston Sup. Mare         | 35 0         | 24 0         | 11 7  | 64 0     | 54 0             | 59 0                  | 79 0         | Reading          | 22 0                  | 15 6     | 6 1         | 42 0 | 35 0                  | 38 0             | 54 0         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Highbridge               | 36 6         | 25 6         | 12 2  | 68 0     | 57 0             | 63 0                  | 83 0         | Twyford          | 23 0                  | 16 6     | 6 4         | 44 0 | 36 0                  | 40 0             | 56 0         | Passengers, Parcels, &c. from Exeter, Taunton, Bridgewater, Bristol, Bath, and Chippenham, proceeding to Gloucester, Cheltenham, Oxfordshire, &c. may be booked for Cirencester or Oxford, by the up trains to Swindon or Didcot Junctions, proceeding by the down trains to those places. In like manner passengers from Gloucestershire, or Oxfordshire, &c. can proceed West, by coming from Oxford or Cirencester to the Swindon or Didcot Junctions, & thence by the down trains to Chippenham, Bath, Bristol, Bridgewater, Taunton, & Exeter.—Third class passengers will be conveyed by the Goods' trains, & 56lbs. of luggage allowed for each. The down Goods' train on Sunday leaves Swindon for Cirencester at 11 17 p.m. instead of 11 17 a.m., and Didcot for Oxford at 12 12 p.m., instead of 10 5 a.m. |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Bridgewater              | 38 6         | 26 6         | 12 8  | 72 0     | 60 0             | 65 0                  | 85 0         | Maldenhead       | 24 6                  | 17 6     | 8 0         | 51 0 | 42 0                  | 46 0             | 63 0         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Taunton                  | 41 0         | 28 6         | 13 7  | 78 0     | 65 0             | 71 0                  | 91 0         | Slough           | 25 6                  | 18 6     | 8 5         | 54 0 | 45 0                  | 49 0             | 67 0         | Passengers, Parcels, &c. from Exeter, Taunton, Bridgewater, Bristol, Bath, and Chippenham, proceeding to Gloucester, Cheltenham, Oxfordshire, &c. may be booked for Cirencester or Oxford, by the up trains to Swindon or Didcot Junctions, proceeding by the down trains to those places. In like manner passengers from Gloucestershire, or Oxfordshire, &c. can proceed West, by coming from Oxford or Cirencester to the Swindon or Didcot Junctions, & thence by the down trains to Chippenham, Bath, Bristol, Bridgewater, Taunton, & Exeter.—Third class passengers will be conveyed by the Goods' trains, & 56lbs. of luggage allowed for each. The down Goods' train on Sunday leaves Swindon for Cirencester at 11 17 p.m. instead of 11 17 a.m., and Didcot for Oxford at 12 12 p.m., instead of 10 5 a.m. |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Wellington               | 43 0         | 29 6         | 14 2  | 82 0     | 68 0             | 74 0                  | 96 0         | West Drayton     | 26 0                  | 19 6     | 9 8         | ..   | ..                    | ..               | ..           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Tiverton Road            | 45 6         | 31 0         | 14 11 | 86 0     | 70 0             | 77 0                  | 100 0        | Soathall         | 27 6                  | 20 0     | 9 2         | ..   | ..                    | ..               | ..           | Passengers, Parcels, &c. from Exeter, Taunton, Bridgewater, Bristol, Bath, and Chippenham, proceeding to Gloucester, Cheltenham, Oxfordshire, &c. may be booked for Cirencester or Oxford, by the up trains to Swindon or Didcot Junctions, proceeding by the down trains to those places. In like manner passengers from Gloucestershire, or Oxfordshire, &c. can proceed West, by coming from Oxford or Cirencester to the Swindon or Didcot Junctions, & thence by the down trains to Chippenham, Bath, Bristol, Bridgewater, Taunton, & Exeter.—Third class passengers will be conveyed by the Goods' trains, & 56lbs. of luggage allowed for each. The down Goods' train on Sunday leaves Swindon for Cirencester at 11 17 p.m. instead of 11 17 a.m., and Didcot for Oxford at 12 12 p.m., instead of 10 5 a.m. |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Collyumpton              | 46 6         | 31 6         | 15 2  | 88 0     | 71 0             | 78 0                  | 102 0        | Hanwell          | 28 0                  | 20 6     | 9 3         | ..   | ..                    | ..               | ..           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Hele                     | 48 0         | 32 6         | 15 6  | ..       | ..               | ..                    | ..           | Ealing           | 30 0                  | 21 0     | 9 5         | ..   | ..                    | ..               | ..           | Passengers, Parcels, &c. from Exeter, Taunton, Bridgewater, Bristol, Bath, and Chippenham, proceeding to Gloucester, Cheltenham, Oxfordshire, &c. may be booked for Cirencester or Oxford, by the up trains to Swindon or Didcot Junctions, proceeding by the down trains to those places. In like manner passengers from Gloucestershire, or Oxfordshire, &c. can proceed West, by coming from Oxford or Cirencester to the Swindon or Didcot Junctions, & thence by the down trains to Chippenham, Bath, Bristol, Bridgewater, Taunton, & Exeter.—Third class passengers will be conveyed by the Goods' trains, & 56lbs. of luggage allowed for each. The down Goods' train on Sunday leaves Swindon for Cirencester at 11 17 p.m. instead of 11 17 a.m., and Didcot for Oxford at 12 12 p.m., instead of 10 5 a.m. |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |
| Exeter                   | 50 0         | 34 0         | 16 2  | 92 0     | 74 0             | 82 0                  | 108 0        | PADDINGTON       | 30 0                  | 21 0     | 9 11        | 58 0 | 48 0                  | 53 0             | 73 0         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |                      |      |                       |              |              |                  |      |          |      |                       |      |      |

**SUNDAY TRAINS.**—The Trains marked with an \* in the two preceding tables run on Sundays, and in addition there are trains as follows:—  
DOWN.—Paddington to Slough at 8½ and 9 a.m. to Reading, at 9 a.m.; to Maidenhead, at 5 p.m.; and to Oxford at 7 p.m.; also from Swindon to Bristol at 8½ a.m.

UP.—From Exeter to Bristol, at 7 a.m. & 3 15 p.m.; from Bristol to Swindon, at 6½ p.m.; from Oxford to Paddington at 7 20 a.m.; and 5 50 p.m.; from Slough to Paddington, at 8 a.m. and 5 p.m.; from Maidenhead to Paddington, at 6½ p.m.; and from Reading to Paddington, at 9 p.m.  
Trains stop on particular days as indicated by their initials.

Passengers, Parcels, &c. from Exeter, Taunton, Bridgewater, Bristol, Bath, and Chippenham, proceeding to Gloucester, Cheltenham, Oxfordshire, &c. may be booked for Cirencester or Oxford, by the up trains to Swindon or Didcot Junctions, proceeding by the down trains to those places. In like manner passengers from Gloucestershire, or Oxfordshire, &c. can proceed West, by coming from Oxford or Cirencester to the Swindon or Didcot Junctions, & thence by the down trains to Chippenham, Bath, Bristol, Bridgewater, Taunton, & Exeter.—Third class passengers will be conveyed by the Goods' trains, & 56lbs. of luggage allowed for each. The down Goods' train on Sunday leaves Swindon for Cirencester at 11 17 p.m. instead of 11 17 a.m., and Didcot for Oxford at 12 12 p.m., instead of 10 5 a.m.

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          |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |      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|  |  | DOWN TRAINS. |           |            |           |              |           |           |           |           |           |           |           |           |           |           |           | Fares.    |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |   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|  |  | Depart from  |           |            |           |              |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |   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    |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |   |
|  |  | a.m. Mix.    | a.m. Mix. | a.m. Slow. | a.m. Mix. | a.m. 1st cl. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | a.m. Mix. | 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**Sundays.**—From Nine Elms to Woking, mixed, 9½ a.m., 2½ and 7½ p.m.; Nine Elms to Southampton and Gosport, mixed, 10 a.m., 5 and 8½ p.m. mail.  
**From Gosport and Southampton** to Nine Elms, 1.35 p.m. mail, 9½ a.m. and 4½ p.m.; from Woking to Nine Elms, mixed, 9½ a.m., 6½ and 8½ p.m.  
 The first class trains convey only first class passengers only, excepting that accommodation is afforded for a limited number of servants in livery, 8d per passenger, to be taken by the train every Evening Sunday excepted, 10 a.m., 10 and 8.10 p.m., all mixed.  
**From Southampton to Gosport** at 9.40 a.m., 12 noon, 4.5.20 & 7.30 p.m. On SUNDAYS, from Gosport to Southampton, at 8.45 and 10.30 a.m., 2.30, 5.30, and 7.45 p.m.  
 On SUNDAYS, at 9½ a.m., 4½ and 7.45 p.m., all mixed.  
 The Short Trains stop at all the stations. The Slow trains will convey passengers at 1d. per mile.



# 6 EASTERN COUNTIES — Colchester Line—50½ Mile

| Stations.    | 3rd cl. | Down Trains. |        |      |      |      |      |      |       | mail. |
|--------------|---------|--------------|--------|------|------|------|------|------|-------|-------|
| Trains leave | a.m.    | a.m.         | a.m.   | p.m. | p.m. | p.m. | p.m. | p.m. | p.m.  |       |
| Shoreditch   | 7 45    | 8 30         | 11 0   | 2 0  | 3 0  | 4 15 | 5 0  | 6 30 | 8 30  |       |
| Shoreditch   | 7 50    | 8 34         | ..     | 2 4  | ..   | ..   | ..   | ..   | ..    |       |
| Mile End     | 8 3     | *            | 11 11  | 2 13 | ..   | 4 26 | 5 11 | 6 41 | 8 40  |       |
| Stratford    | 8 15    | 8 48         | 11 18  | 2 20 | 3 16 | 4 33 | 5 18 | 6 48 | 8 46  |       |
| Ilford       | 8 35    | 9 0          | 11 30  | 2 32 | 3 28 | 4 45 | 5 30 | 7 0  | 8 56  |       |
| Romford      | 9 5     | 9 15         | 11 45  | 2 47 | 3 43 | 5 0  | 5 45 | 7 15 | 9 11  |       |
| Brentwood    | 9 40    | 9 31         | Friday | ..   | ..   | 5 16 | ..   | ..   | 9 35  |       |
| Ingatstone   | 10 6    | 9 44         | 12 12  | 3 14 | 4 12 | 5 29 | 6 12 | ..   | 9 49  |       |
| Chelmsford   | 10 18   | ..           | ..     | 3 27 | ..   | ..   | 6 25 | ..   | ..    |       |
| Hatfield     | 10 40   | 10 5         | 12 34  | 3 38 | 4 33 | ..   | 6 34 | ..   | 10 13 |       |
| Witham       | 10 58   | 10 15        | 12 44  | 3 48 | 4 43 | ..   | 6 44 | ..   | 10 23 |       |
| Kelvedon     | 11 25   | ..           | ..     | 3 58 | ..   | ..   | 6 54 | ..   | ..    |       |
| Marks Tey    | 11 40   | 10 43        | 1 11   | 4 16 | 5 11 | ..   | 7 15 | ..   | 10 49 |       |
| Colchester   | ..      | ..           | ..     | ..   | ..   | ..   | ..   | ..   | ..    |       |

| Stations.  | mail. | Up Trains. |      |       |       |       |        |      |      | 3rd cl. |
|------------|-------|------------|------|-------|-------|-------|--------|------|------|---------|
| Colchester | a.m.  | a.m.       | a.m. | a.m.  | a.m.  | p.m.  | p.m.   | p.m. | p.m. |         |
| Marks Tey  | 2 45  | ..         | ..   | 9 0   | 11 0  | 2 0   | 4 0    | 5 0  | 6 0  |         |
| Kelvedon   | 3 10  | ..         | ..   | 9 10  | ..    | ..    | ..     | 5 12 | ..   |         |
| Witham     | 3 20  | ..         | ..   | 9 22  | 11 22 | 2 22  | 4 22   | 5 34 | 6 22 |         |
| Hatfield   | ..    | ..         | ..   | 9 32  | 11 32 | 2 32  | 4 32   | 5 49 | 6 32 |         |
| Chelmsford | ..    | ..         | ..   | 9 45  | ..    | ..    | ..     | 6 58 | ..   |         |
| Ingatstone | 3 45  | ..         | ..   | 8 45  | 9 59  | 11 54 | 2 54   | 4 54 | 6 24 | 6 54    |
| Brentwood  | 4 3   | ..         | ..   | 8 54  | ..    | 12 8  | Friday | ..   | 6 50 | 7 8     |
| Romford    | 4 23  | 8 40       | 9 10 | 10 25 | 12 23 | 3 22  | 5 22   | 7 12 | 7 23 |         |
| Ilford     | 4 38  | 8 56       | 9 26 | 10 41 | 12 39 | 3 37  | 5 37   | 7 53 | 7 39 |         |
| Stratford  | 4 48  | 9 6        | 9 38 | ..    | 12 49 | 3 47  | 5 47   | 8 16 | 7 50 |         |
| Mile End   | 4 54  | 9 14       | 9 46 | ..    | *     | 3 55  | 5 55   | 8 34 | 7 58 |         |
| Shoreditch | 5 4   | 9 27       | 10 3 | 11 11 | 1 11  | 4 11  | 6 11   | 8 50 | 8 15 |         |

**On Sundays.**—From London to Colchester, 8½ a.m., 4, & 8½ p.m.; to Brentwood, 9½ a.m., and 2 p.m. From Colchester to London, 2½ & 8½ a.m., and 6 p.m.; from Brentwood, 1 and 7 p.m.\* On Wednesdays only.

## FARES.—From London. From Colchester

| Stations.  | 1st class. | 2nd class | 3rd class. | 1st class. | 2nd class | 3rd class. |
|------------|------------|-----------|------------|------------|-----------|------------|
| LONDON     | s. d.      | s. d.     | s. d.      | s. d.      | s. d.     | s. d.      |
| Stratford  | 0 9        | 0 7       | 0 4        | 12 6       | 9 6       | 4 3        |
| Ilford     | 1 4        | 1 0       | 0 7        | 11 9       | 8 6       | 3 11       |
| Romford    | 2 6        | 1 9       | 1 0        | 10 0       | 7 9       | 3 8        |
| Brentwood  | 3 6        | 2 9       | 1 6        | 9 0        | 6 9       | 3 9        |
| Ingatstone | 5 6        | 4 6       | 2 0        | 7 7        | 5 0       | 2 3        |
| Chelmsford | 7 0        | 5 0       | 2 6        | 5 6        | 4 6       | 1 9        |
| Witham     | 9 0        | 6 6       | 3 2        | 3 6        | 3 0       | 1 1        |
| Kelvedon   | 10 0       | 7 6       | 2 6        | 2 6        | 2 0       | 0 9        |
| Colchester | 12 6       | 9 6       | 4 3        | ..         | ..        | ..         |

## LONDON AND CROYDON.

7

**From London Bridge Station** every hour, from 8 5, until 11 5 morning, and from 12 20 until 9 20 evening.

**Sunday Trains,** at 8 5, 9, and 10 morning, from 1 20 until 9 20 evening.

TRAINS FROM CROYDON AT THE SAME HOURS.

**From the Bricklayers' Arms** on Week Days, at 10 5 a.m., 12 20 noon, 2 20, 4 20, 6 20, and 8 20 p.m.

**From Croydon to the Bricklayers' Arms,** 9 5, & 11 5 a.m., 1 20, 3 20, 5 20, and 7 20 p.m.

**Fares** from either London Bridge or Bricklayers' Arms.—To or from Croydon, Jolly Sailor, and Anerley, 1st class, 1s. 3d., 2nd, 1s.; 3rd, 9d. To or from Sydenham and the Dartmouth Arms, 1st class, 1s.; 2nd, 9d. 3rd, 6d. To or from New Cross, 1st class, 8d.; 2nd, 6d.; 3rd, 4d.

**Annual Tickets** to Dartmouth Arms and Sydenham, £18.; Half-Yearly Tickets, £12. To Anerley, Jolly Sailor, and Croydon, £20; Half-Yearly Tickets, £14.

**Day Tickets** to Anerley & back, 1st cl. 2s.; 2nd, 1s. 6d.; 3rd 1s.

## STOCKTON AND DARLINGTON.

Bishop Auckland to Darlington, Stockton, Middlesbro', and York, 8 30 and 11 a.m.; 2 35 mail, & 5 p.m. Darlington to Shildon, South Church, Bishop Auckland, 9 30 a.m. mail; 12 40, 4, and 6 30 p.m.

Darlington to Stockton, Sunderland, &c., 8, 9 20 mail, and 11 50 a.m., 3 10, 4 40 mail, & 7 10 p.m. Stockton to Darlington, York, &c., 6 40, 9 30, and 11½ a.m.; 2 50 mail, 5, and 7½ p.m. mail.

Stockton to Middlesbrough, 7, 8 35, 9 55, & 11 35 a.m. mail; 12 25, 2, 3 45, 5 15 mail, and 7 45 p.m.

Middlesbrough to Stockton, 6 20, 8, 9 15, and 11 10 a.m.; 12, 1½ mail, 2½, 4 40, and 6 50 p.m. mail.

Stockton to Seaton, Hartlepool, and Sunderland, 7 20 and 10 55 a.m.; 12 45, 4, and 6 p.m. Hartlepool and Seaton to Stockton, Darlington, & York, 8 20 & 10½ a.m.; 1½, 3½, & 5½ p.m. St. Helens to Darlington, Stockton, and Middlesbro' 8, & 10 30 a.m.; and 2 15 p.m.

Shildon to St. Helens, at 9 50 a.m. 1, and 4 20 p.m.

A market coach leaves Crook for Bishop Auckland on Thursdays at 11 30 a.m., and returns at 4 30 p.m.

| Mls | Down Trains             |  | 1    | 2     | 3     | 4     | 5    | 6    | 7    | 8    | 9    | Fares. |       |       |    |
|-----|-------------------------|--|------|-------|-------|-------|------|------|------|------|------|--------|-------|-------|----|
|     | Trains leave            |  | a.m. | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | 1st C. | 2d C. | 3d C. | C. |
|     | <b>Shoreditch</b> ..... |  | 8 0  | 9 0   | 9 30  | 11 30 | 3 30 | 4 30 | 5 30 | 7 0  | 8 30 | s.     | d.    | s.    | d. |
| 3½  | Stratford .....         |  | 8 8  | 9 12  | 9 38  | ..    | 3 38 | ..   | 5 38 | 7 8  | 8 38 | 0      | 9     | 0     | 7  |
| 5½  | Lea Bridge .....        |  | ..   | 9 20  | 9 44  | ..    | ..   | ..   | 5 45 | 7 14 | ..   | 0      | 10    | 0     | 8  |
| 7½  | Tottenham .....         |  | 8 17 | 9 28  | 9 49  | 11 45 | 3 47 | ..   | 5 49 | 7 19 | 8 47 | 0      | 10    | 0     | 8  |
| 9   | Marsh Lane .....        |  | ..   | 9 34  | ..    | ..    | ..   | ..   | 5 53 | ..   | ..   | 0      | 10    | 0     | 8  |
| 9½  | Edmonton .....          |  | ..   | 9 38  | 9 54  | ..    | ..   | ..   | 5 56 | 7 25 | ..   | 0      | 10    | 0     | 10 |
| 11½ | Ponder's End .....      |  | 8 27 | 9 47  | ..    | 11 55 | 3 57 | ..   | 6 3  | 7 32 | 8 57 | 1      | 3     | 1     | 0  |
| 14½ | Waltham .....           |  | 8 34 | 9 58  | 10 6  | 12 2  | 4 4  | 5 8  | 6 10 | 7 40 | 9 6  | 2      | 0     | 1     | 6  |
| 19  | <b>Broxbourne</b> ..... |  | 8 44 | 10 10 | 10 17 | 12 13 | 4 15 | 5 9  | 6 23 | 7 50 | 9 17 | 3      | 6     | 2     | 6  |
| 22  | Saint Margaret's .....  |  | ..   | 10 30 | 10 30 | ..    | 4 28 | 5 22 | ..   | 8 10 | ..   | 4      | 6     | 3     | 6  |
| 24½ | Ware .....              |  | 9 4  | 10 35 | 10 35 | 12 33 | 4 33 | 5 31 | ..   | 8 15 | 9 37 | 4      | 6     | 3     | 8  |
| 26  | Hertford .....          |  | 9 10 | 10 42 | 10 42 | 12 40 | 4 40 | 5 38 | ..   | 8 22 | 9 44 | 5      | 0     | 4     | 0  |
| 22  | Roydon .....            |  | 8 54 | 10 36 | ..    | 12 22 | ..   | 5 18 | ..   | ..   | 9 27 | 4      | 6     | 3     | 6  |
| 24½ | Burnt Mill .....        |  | ..   | 10 45 | ..    | ..    | ..   | 5 25 | ..   | ..   | ..   | 5      | 0     | 3     | 9  |
| 26½ | Harlow .....            |  | 9 5  | 10 56 | ..    | 12 31 | 4 33 | 5 31 | ..   | ..   | 9 37 | 5      | 6     | 4     | 0  |
| 28½ | Sawbridgeworth .....    |  | ..   | 11 7  | 10 40 | ..    | ..   | ..   | ..   | 8 11 | ..   | 6      | 0     | 4     | 6  |
| 32½ | <b>Stortford</b> .....  |  | 9 19 | 11 22 | 10 50 | 12 45 | 4 47 | 5 45 | ..   | 8 23 | 9 53 | 7      | 0     | 5     | 6  |

| Mls | Up Trains.              |  | 1    | 2    | 3    | 4     | 5     | 6    | 7    | 8    | 9    | Fares. |       |       |    |
|-----|-------------------------|--|------|------|------|-------|-------|------|------|------|------|--------|-------|-------|----|
|     | Trains leave            |  | a.m. | a.m. | a.m. | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | 1st C. | 2d C. | 3d C. | C. |
|     | <b>Stortford</b> .....  |  | 6 15 | ..   | 8 15 | 9 30  | 11 30 | 2 30 | 4 30 | 5 40 | 6 15 | s.     | d.    | s.    | d. |
| 3½  | Sawbridgeworth .....    |  | ..   | ..   | 8 23 | ..    | ..    | ..   | ..   | 5 55 | ..   | 1      | 3     | 1     | 0  |
| 6   | Harlow .....            |  | ..   | ..   | 8 28 | 9 41  | 11 41 | 2 41 | 4 41 | 6 6  | 6 26 | 1      | 8     | 1     | 0  |
| 7½  | Burnt Mill .....        |  | ..   | ..   | 8 33 | ..    | ..    | ..   | ..   | 6 16 | ..   | 2      | 0     | 1     | 6  |
| 10½ | Roydon .....            |  | ..   | ..   | 8 40 | 9 50  | 11 50 | ..   | 4 50 | 6 25 | ..   | 2      | 6     | 2     | 0  |
| 16½ | Hertford .....          |  | ..   | ..   | 8 30 | 9 40  | 11 40 | 2 35 | 4 30 | 6 0  | 6 25 | 3      | 6     | 3     | 0  |
| 15½ | Ware .....              |  | ..   | ..   | 8 34 | 9 44  | 11 44 | 2 39 | 4 34 | 6 10 | 6 29 | 3      | 6     | 3     | 0  |
| 14  | Saint Margaret's .....  |  | ..   | ..   | ..   | 9 48  | ..    | 2 43 | 4 42 | 6 20 | 6 33 | 3      | 6     | 3     | 0  |
| 13½ | <b>Broxbourne</b> ..... |  | 6 44 | 7 50 | 8 50 | 10 1  | 12 1  | 2 59 | 5 1  | 6 35 | 6 44 | 3      | 6     | 3     | 0  |
| 17½ | Waltham .....           |  | 6 53 | 8 0  | 8 59 | 10 11 | 12 11 | 3 9  | 5 11 | 7 5  | 6 54 | 5      | 0     | 4     | 0  |
| 20½ | Ponder's End .....      |  | ..   | 8 8  | 9 7  | 10 19 | ..    | 3 17 | 5 19 | 7 14 | 7 2  | 5      | 9     | 4     | 6  |
| 22½ | Edmonton .....          |  | ..   | 8 15 | 9 14 | ..    | 12 24 | ..   | ..   | 7 22 | ..   | 6      | 0     | 4     | 8  |
| 23½ | Marsh Lane .....        |  | ..   | ..   | 9 17 | ..    | ..    | ..   | ..   | 7 26 | ..   | 6      | 3     | 4     | 10 |
| 24½ | Tottenham .....         |  | ..   | 8 21 | 9 22 | 10 30 | ..    | ..   | 5 30 | 7 32 | 7 15 | 6      | 3     | 4     | 10 |
| 26½ | Lea Bridge .....        |  | ..   | 8 26 | 9 27 | ..    | ..    | ..   | 5 35 | 7 40 | ..   | 6      | 3     | 4     | 10 |
| 28½ | Stratford .....         |  | 7 15 | 8 31 | 9 33 | 10 38 | 12 37 | 3 35 | 5 40 | 7 48 | 7 22 | 6      | 6     | 5     | 0  |
| 32½ | <b>Shoreditch</b> ..... |  | 7 25 | 8 43 | 9 45 | 10 50 | 12 49 | 3 47 | 5 52 | 8 0  | 7 34 | 7      | 0     | 5     | 6  |

**Sundays.**—London to Hertford and Stortford 9 a.m. 2½, and 8½ p.m. From Stortford to London 6½, and 8½ a.m. and 6 p.m. From Hertford 8 40 a.m. and 6 10 p.m.; stopping at all the stations except the 6½ a.m. up train. All these trains have second class open carriages attached.

Post Horses are in readiness at the London terminus on the arrival of every train. Charge to any part of London, including Post Boy, 10s. 6d.

The 9 0 a.m. down train, and 5 40 p.m. up train, are third class only.

## LONDON AND BLACKWALL.

Sec., J. F. Kennell, Esq. Eng. A. Wightman.

Trains every day to and from London and Blackwall, and the intermediate stations of Cannon street road, Shadwell, Stepney, Limehouse, West India Docks, and Poplar, every quarter of an hour from 8½ a.m. until 8½ p.m.

**FARES.**—Between London, Poplar, and Blackwall, first class, 6d.; 2nd class, 4d.; to or from the other stations, first class 4d., 2nd class 3d.

Passengers may take tickets at the Penchurch-street, Minorities, Cannon-street, Shadwell, and Stepney stations, for Woolwich, 1st class 8d.; 2nd class 6d.; such tickets being available by the boats of the Woolwich and Watermen Companies.

On **Sundays** the trains cease running from 10½ till 1, being the hours of church service.

Fast Steamboats start for Gravesend frequently throughout the day.

## LONDON AND GREENWICH.

Sec., J. Y. Akerman Esq. Engr., Col. Landman.

The trains run each way every ¼ of an hour from 8 a.m. till 10 p.m.; on Sundays from 8 till ¼ to 11, and from ¼ past 1 till 10.

**FARES.**—1st class 8d.; 2nd class 6d.; 3rd class 4d.; and if with return ticket, 1st class 1s. 2nd class 10d.

An extra train leaves London at a ¼ past 10 p.m. calling at all the stations.



| Mls. | Down Trains.<br>Trains leave | Cheap<br>Train.<br>a.m. | 1, 2,<br>& 3<br>class<br>a.m. | 1st<br>class<br>a.m. | 1 & 2<br>class<br>noon. | 1st<br>class<br>p.m. | 1 & 2<br>class<br>p.m. | 1st<br>class<br>p.m. | 1, 2,<br>& 3<br>class<br>p.m. | Cheap<br>Train.<br>a.m. | SUNDAYS. |         |         |         | FARES.        |              |              |              |
|------|------------------------------|-------------------------|-------------------------------|----------------------|-------------------------|----------------------|------------------------|----------------------|-------------------------------|-------------------------|----------|---------|---------|---------|---------------|--------------|--------------|--------------|
|      |                              |                         |                               |                      |                         |                      |                        |                      |                               |                         | 1, 2, 3  | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | Fast<br>s. d. | 1st<br>s. d. | 2nd<br>s. d. | 3rd<br>s. d. |
|      | <b>*London Bridge</b>        | 6 30                    | *8 30                         | *10 30               | *12 0                   | *2 0                 | 3 0                    | *4 55                | 6 30                          | 6 30                    | 8 0      | 10 45   | 6 30    | 6 30    | ..            | ..           | ..           | ..           |
| 3    | <b>*New Cross</b>            | 6 39                    | 8 43                          | ..                   | 12 13                   | ..                   | 3 13                   | ..                   | 6 43                          | 6 39                    | 8 13     | 10 58   | 6 43    | 6 43    | ..            | ..           | ..           | ..           |
| 10½  | <b>*Croydon</b>              | 7 4                     | 9 5                           | 11 0                 | 12 35                   | 2 30                 | 3 35                   | ..                   | 7 5                           | 7 4                     | 8 35     | 11 20   | 7 5     | 7 5     | 2 3           | 2 3          | 1 9          | 1 6          |
| 13½  | Godstone Road                | 7 16                    | 9 15                          | ..                   | 12 45                   | ..                   | 3 45                   | ..                   | 7 15                          | 7 16                    | 8 45     | 11 30   | 7 15    | 7 15    | ..            | 3 0          | 2 0          | 1 6          |
| 14½  | <b>*Stoat's Nest</b>         | 7 21                    | 9 20                          | ..                   | 12 50                   | ..                   | 3 50                   | ..                   | 7 20                          | 7 21                    | 8 50     | 11 35   | 7 20    | 7 20    | ..            | 3 6          | 2 4          | 1 8          |
| 21½  | <b>*Reigate</b>              | 7 48                    | 9 40                          | 11 25                | 1 16                    | 2 55                 | 4 10                   | 5 40                 | 7 48                          | 7 48                    | 9 10     | 11 55   | 7 48    | 7 48    | 5 0           | 4 8          | 3 4          | 2 4          |
| 25½  | <b>*Horley</b>               | 8 5                     | 9 50                          | ..                   | 1 20                    | ..                   | 4 20                   | ..                   | 7 50                          | 8 5                     | 9 20     | 12 5    | 7 50    | 7 50    | ..            | 6 0          | 4 3          | 0 0          |
| 29½  | <b>*Three Bridges</b>        | 8 20                    | 10 4                          | 11 42                | 1 34                    | 3 12                 | 4 34                   | ..                   | 8 4                           | 8 20                    | 9 34     | 12 19   | 8 4     | 8 4     | 8 0           | 7 0          | 4 8          | 0 0          |
| 33½  | Balcombe                     | 8 37                    | 10 17                         | ..                   | 1 47                    | ..                   | 4 47                   | ..                   | 8 17                          | 8 37                    | 9 47     | 12 32   | 8 17    | 8 17    | ..            | 8 0          | 5 4          | 3 8          |
| 37½  | <b>*Haywd. Heath</b>         | 9 4                     | 10 24                         | 12 0                 | 1 54                    | 3 30                 | 4 54                   | ..                   | 8 24                          | 9 4                     | 9 54     | 12 39   | 8 24    | 8 24    | 10 6          | 9 6          | 6 4          | 0 0          |
| 41   | Burgess Hill                 | 9 17                    | 10 34                         | ..                   | 2 4                     | ..                   | 5 4                    | ..                   | 8 34                          | 9 17                    | 10 4     | 12 49   | 8 34    | 8 34    | ..            | 9 8          | 6 8          | 4 4          |
| 43½  | <b>*Hassock's Gt.</b>        | 9 27                    | 10 43                         | 12 16                | 2 13                    | 3 46                 | 5 13                   | ..                   | 8 43                          | 9 27                    | 10 13    | 12 58   | 8 43    | 8 43    | 12 6          | 10 4         | 7 0          | 4 6          |
| 50½  | <b>*BRIGHTON</b>             | 9 55                    | 11 0                          | 12 30                | 2 30                    | 4 0                  | 5 30                   | 6 30                 | 9 0                           | 9 55                    | 10 30    | 1 15    | 9 0     | 9 0     | 14 6          | 12 0         | 8 0          | 5 0          |

| Mls. | Up Trains.<br>Trains leave | 1, 2,<br>& 3<br>class<br>a.m. | 1st<br>class<br>a.m. | 1 & 2<br>class<br>a.m. | 1st<br>class<br>p.m. | 1 & 2<br>class<br>p.m. | 1st<br>class<br>p.m. | 1, 2,<br>& 3<br>class<br>p.m. | Cheap<br>Train.<br>p.m. | 1, 2,<br>& 3<br>class<br>a.m. | 1, 2,<br>& 3<br>class<br>p.m. | 1, 2,<br>& 3<br>class<br>p.m. | Cheap<br>Train.<br>p.m. | 1, 2,<br>& 3<br>class<br>p.m. | Fast<br>s. d. | 1st<br>class<br>s. d. | 2nd<br>class<br>s. d. | 3rd<br>class<br>s. d. |
|------|----------------------------|-------------------------------|----------------------|------------------------|----------------------|------------------------|----------------------|-------------------------------|-------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------|-------------------------------|---------------|-----------------------|-----------------------|-----------------------|
|      |                            |                               |                      |                        |                      |                        |                      |                               |                         |                               |                               |                               |                         |                               |               |                       |                       |                       |
|      | <b>*BRIGHTON</b>           | 7 0                           | 8 45                 | 10 0                   | 11 30                | 1 45                   | 3 30                 | 6 30                          | 6 35                    | 7 45                          | 2 30                          | 4 30                          | 6 35                    | 6 35                          | ..            | ..                    | ..                    | ..                    |
| 7    | <b>*Hassock's Gt</b>       | 7 21                          | ..                   | 10 22                  | 11 47                | 2 7                    | 3 47                 | 6 52                          | 7 0                     | 8 7                           | 2 52                          | 4 52                          | 7 0                     | 7 0                           | 2 0           | 1 8                   | 1 0                   | 0 8                   |
| 9½   | Burgess Hill               | 7 27                          | ..                   | 10 28                  | ..                   | 2 13                   | ..                   | 6 58                          | 7 10                    | 8 13                          | 2 58                          | 4 58                          | 7 10                    | 7 10                          | ..            | 2 4                   | 1 6                   | 0 0                   |
| 12½  | <b>*Haywd. Heath</b>       | 7 38                          | ..                   | 10 40                  | 11 58                | 2 25                   | 3 58                 | 7 10                          | 7 20                    | 8 25                          | 3 10                          | 7 10                          | 7 20                    | 7 20                          | 3 6           | 3 0                   | 2 0                   | 1 4                   |
| 17   | Balcombe                   | 7 50                          | ..                   | 10 52                  | ..                   | 2 37                   | ..                   | 7 22                          | 7 45                    | 8 37                          | 3 22                          | 7 22                          | 7 45                    | 7 45                          | ..            | 4 0                   | 2 8                   | 1 8                   |
| 21½  | <b>*Three Bridges</b>      | 8 2                           | ..                   | 11 6                   | 12 21                | 2 51                   | 4 21                 | 7 36                          | 8 0                     | 8 51                          | 3 36                          | 7 36                          | 8 0                     | 8 0                           | 6 0           | 5 0                   | 3 6                   | 2 0                   |
| 25   | <b>*Horley</b>             | 8 14                          | ..                   | 11 15                  | ..                   | 3 0                    | ..                   | 7 45                          | 8 15                    | 9 0                           | 3 45                          | 7 45                          | 8 15                    | 8 15                          | ..            | 6 0                   | 4 0                   | 2 6                   |
| 29½  | <b>*Reigate</b>            | 8 26                          | 9 35                 | 11 30                  | 12 40                | 3 15                   | 4 40                 | 8 0                           | 8 32                    | 9 15                          | 4 0                           | 8 0                           | 8 32                    | 8 32                          | 8 6           | 7 0                   | 4 8                   | 0 0                   |
| 36   | <b>*Stoat's Nest</b>       | 8 46                          | ..                   | 11 50                  | ..                   | 3 35                   | ..                   | 8 20                          | 9 0                     | 9 35                          | 4 20                          | 8 20                          | 9 0                     | 9 0                           | ..            | 8 6                   | 5 8                   | 3 6                   |
| 37½  | Godstone Road              | 8 50                          | ..                   | 11 54                  | ..                   | 3 39                   | ..                   | 8 24                          | 9 5                     | 9 39                          | 4 24                          | 8 24                          | 9 5                     | 9 5                           | ..            | 9 0                   | 6 0                   | 3 8                   |
| 40½  | <b>*Croydon</b>            | 8 58                          | ..                   | 12 2                   | 1 3                  | 4 3                    | 5 3                  | 8 32                          | 9 13                    | 9 47                          | 4 32                          | 8 32                          | 9 13                    | 9 13                          | 11 8          | 9 6                   | 6 4                   | 0 0                   |
| 47½  | <b>*New Cross</b>          | 9 15                          | ..                   | 12 20                  | ..                   | 4 5                    | ..                   | 8 50                          | 9 47                    | 10 5                          | 4 50                          | 8 50                          | 9 47                    | 9 47                          | ..            | 11 4                  | 7 6                   | 4 6                   |
| 50½  | <b>*London Bridge</b>      | 9 25                          | 10 15                | 12 30                  | 1 30                 | 4 15                   | 5 30                 | 9 0                           | 10 0                    | 10 15                         | 5 0                           | 9 0                           | 10 0                    | 10 0                          | 14 6          | 12 0                  | 8 0                   | 5 0                   |

## SHOREHAM BRANCH.

From Brighton to Shoreham, 7 45, 9, 10, 10 25, and \*11½ a.m.; \*12½, 2 15, \*3, \*4 15, and 6½ p.m.

From Shoreham to Brighton, \*8 10, \*9 25, and \*10 55 a.m. 12, noon, \*1½, \*2 45, 3 35, \*5 45, \*6, and 7½ p.m.

On Sundays—From Brighton, 9 a.m., 1½, 3½, 5½, and 6½ p.m. From Shoreham 10 a.m. 2, 4½, 6, and 8 p.m.

FARES.—First class, 1s.; second class, 9d.; third class, 6d.; cheap train 1d. per mile.

First class passengers may be booked throughout, from London to Shoreham and from Shoreham to London by the trains marked thus,\* without change of carriage or removal of luggage; second and third class passengers may go by the same trains; but they will be liable to a change of carriage. The Shoreham Trains marked \* will not start until the corresponding trains from London have arrived. The train from Shoreham at 2½ p.m. will not stop at any station between Shoreham and Brighton.

No passengers will be conveyed from London to New Cross, or from New Cross to London only. The Cheap trains convey passengers at the rate of 1d. per mile.  
+ Two second class inclosed carriages will be attached to these trains; FARE, 10s. 6d.

| Mile   | Down<br>Trains.       | 1 class 1 & 2 |       |       |       |       |      |      |       |       |       | Sunday Trains. |       |       |       |       | Fares from London.    |        |       |       |
|--------|-----------------------|---------------|-------|-------|-------|-------|------|------|-------|-------|-------|----------------|-------|-------|-------|-------|-----------------------|--------|-------|-------|
|        |                       | 3 class       | 1 & 2 | 1     | 2     | 1 & 2 | 1    | 2    | 1 & 2 | 1 & 2 | 1 & 2 | 1,2,3          | 1 & 2 | 1,2,3 | 1,2,3 | 1,2ml | B. & Bricklayers Arms | mix.   | 3 Cl. | 3 Cl. |
|        |                       | a.m.          | a.m.  | a.m.  | p.m.  | p.m.  | p.m. | p.m. | p.m.  | p.m.  | p.m.  | a.m.           | a.m.  | a.m.  | p.m.  | p.m.  | 1 Cls.                | 2 Cls. | 3 Cl. | 3 Cl. |
|        | <b>London B</b>       | 7 30          | 9 0   | 11 30 | 12 30 | 1 30  | 3 30 | 4 30 | 5 30  | 6 30  | 7 30  | 6 40           | 7 30  | 10 0  | 4 30  | 5 30  | s. d.                 | s. d.  | s. d. | s. d. |
|        | <b>Bricklayers' A</b> |               | 9 0   | 11 30 | 12 30 | 1 30  | 3 30 | 4 30 | 5 30  | 6 30  | 7 30  | 6 40           | 7 30  | 10 0  | 4 30  | 5 30  | s. d.                 | s. d.  | s. d. | s. d. |
| 10 1/2 | <b>Croydon</b> ....   | 8 5           | 9 28  | ..    | 12 58 | ..    | 3 58 | 4 58 | 5 58  | 6 58  | 7 58  | 7 15           | 7 58  | 10 28 | 4 58  | 5 48  | 4 8                   | 3 4    | 2 0   | 1 8   |
| 19 1/2 | <b>Mersham</b> ....   | 8 35          | 9 46  | ..    | 1 16  | ..    | 4 16 | ..   | 5 16  | 6 16  | 7 16  | 7 45           | 8 16  | 10 46 | 5 16  | 6 06  | 4 8                   | 3 2    | 2 0   | 1 9   |
| 21     | <b>Reigate</b> ....   | 8 50          | 9 56  | 12 23 | 1 26  | 2 23  | 4 26 | 5 26 | 6 26  | 7 26  | 8 26  | 8 0            | 8 26  | 10 56 | 5 26  | 6 06  | 4 8                   | 3 2    | 2 0   | 1 9   |
| 26 1/2 | <b>Godstone</b> ..    | 9 5           | 10 10 | ..    | 1 40  | ..    | 4 40 | 5 40 | 6 40  | 7 40  | 8 40  | 8 15           | 8 40  | 11 10 | 5 40  | 6 06  | 5 4                   | 3 2    | 2 2   | 3 0   |
| 31 1/2 | <b>Edenbridge</b>     | 9 20          | 10 24 | ..    | 1 54  | ..    | 4 54 | 5 54 | 6 54  | 7 54  | 8 54  | 8 30           | 8 54  | 11 24 | 5 54  | 6 10  | 5 6                   | 4 0    | 2 4   | 2 8   |
| 36 1/2 | <b>Penshurst</b> ..   | 9 35          | 10 37 | ..    | 2 7   | ..    | 5 7  | 6 7  | 7 7   | 8 7   | 9 7   | 8 45           | 9 7   | 11 37 | 6 7   | 7 10  | 6 6                   | 4 0    | 2 4   | 2 8   |
| 41     | <b>Tunbridge</b>      | 9 58          | 10 51 | 1 9   | 2 21  | 3 9   | 5 21 | 6 21 | 7 21  | 8 21  | 9 21  | 9 8            | 9 21  | 11 51 | 6 21  | 7 10  | 7 6                   | 5 0    | 3 0   | 3 5   |
| 46     | <b>Paddock Wd.</b>    | 10 15         | 11 6  | 1 25  | 2 36  | 3 24  | 5 36 | 6 36 | 7 36  | 8 36  | 9 36  | 9 25           | 9 36  | 12 6  | 6 36  | 7 10  | 7 6                   | 5 0    | 3 0   | 3 10  |
| 49     | <b>Yalding</b> ....   | 11 9          | 11 9  | ..    | 2 39  | ..    | 5 39 | ..   | 7 39  | ..    | 9 39  | 9 39           | 9 39  | 12 9  | 6 39  | ..    | 8 6                   | 5 6    | 3 6   | 4 1   |
| 50 1/2 | <b>Maidstone ar</b>   | 11 42         | 11 42 | 1 54  | 3 12  | ..    | 6 12 | ..   | 8 12  | ..    | 10 12 | 10 12          | 10 12 | 12 42 | 7 12  | ..    | 9 0                   | 6 0    | 3 10  | 4 8   |
| 54     | <b>Marden dep.</b>    | 10 35         | 11 19 | ..    | ..    | 3 37  | ..   | ..   | 7 49  | 10 56 | 9 49  | 9 49           | 9 49  | 12 19 | 6 49  | 10 56 | 8 0                   | 5 6    | 3 4   | 4 3   |
| 53     | <b>Staplehurst</b>    | 10 50         | 11 29 | 1 40  | ..    | 3 47  | ..   | 6 56 | 7 59  | 11 6  | 10 4  | 9 59           | 12 29 | 6 59  | 11 6  | ..    | 9 0                   | 6 0    | 3 11  | 4 5   |
| 56     | <b>Headcorn</b>       | 11 5          | 11 39 | ..    | ..    | 3 57  | ..   | ..   | 8 9   | 11 16 | 10 15 | 10 9           | 12 39 | 7 9   | 11 16 | ..    | 10 0                  | 7 0    | 4 3   | 4 8   |
| 61 1/2 | <b>Pluckley</b> ..    | 11 25         | 11 53 | ..    | ..    | 4 11  | ..   | ..   | 8 23  | 11 30 | 10 35 | 10 23          | 12 53 | 7 23  | 11 30 | ..    | 11 6                  | 7 6    | 4 5   | 5 2   |
| 67     | <b>Ashford</b> ....   | 11 45         | 12 9  | 2 10  | ..    | 4 27  | ..   | 7 29 | 8 39  | 11 46 | 10 55 | 10 39          | 1 9   | 7 39  | 11 46 | ..    | 13 6                  | 8 6    | 5 2   | 5 7   |
| 75     | <b>Westenhanger</b>   | 12 10         | 12 29 | ..    | ..    | 4 47  | ..   | 7 49 | 8 59  | 12 6  | 11 20 | 10 59          | 1 29  | 7 59  | 12 6  | ..    | 15 6                  | 10 6   | 6 2   | 6 3   |
| 82     | <b>Folkestone</b> ..  | 12 30         | 12 45 | 2 45  | ..    | 5 3   | ..   | 8 8  | 9 18  | 12 22 | 11 40 | 11 18          | 1 48  | 8 18  | 12 22 | ..    | 17 0                  | 11 0   | 6 9   | 6 10  |
| 88     | <b>Dover</b> ....     | 1 0           | 1 18  | 3 5   | ..    | 5 26  | ..   | 8 28 | 9 48  | 12 34 | 12 10 | 11 48          | 2 18  | 8 48  | 12 34 | ..    | 18 6                  | 12 0   | 7 3   | 7 4   |

| Miles  | Up Trains                | 1 & 2 1,2,3 |      |       |       |       |       |       |       |      |       | Sunday Trains. |       |         |       |       | Fares from Dover. |        |       |       |
|--------|--------------------------|-------------|------|-------|-------|-------|-------|-------|-------|------|-------|----------------|-------|---------|-------|-------|-------------------|--------|-------|-------|
|        |                          | 1 & 2       | 1    | 2     | 1 & 2 | 1     | 2     | 1 & 2 | 1     | 2    | 1 & 2 | 1,2ml          | 1,2,3 | 3 class | 1 & 2 | 1,2,3 | 1 Cls.            | 2 Cls. | 3 Cl. | 3 Cl. |
|        |                          | a.m.        | a.m. | a.m.  | a.m.  | a.m.  | a.m.  | noon  | p.m.  | p.m. | p.m.  | a.m.           | a.m.  | p.m.    | p.m.  | p.m.  | s. d.             | s. d.  | s. d. | s. d. |
| 0      | <b>Dover</b> ....        | 1 0         | ..   | ..    | 6 40  | 9 30  | 11 30 | ..    | 2 15  | 5 0  | 5 40  | 1 0            | 9 30  | 2 50    | 3 30  | 6 30  | s. d.             | s. d.  | s. d. | s. d. |
| 6      | <b>Folkestone</b> ....   | 1 19        | ..   | ..    | 6 59  | 9 49  | 11 49 | ..    | 2 34  | 5 22 | 5 59  | 1 19           | 9 49  | 3 22    | 3 49  | 6 49  | 1 6               | 1 0    | 0 6   | 0 6   |
| 13     | <b>Westenhanger</b>      | 1 37        | ..   | ..    | 7 17  | 10 7  | 12 7  | ..    | 2 52  | 5 44 | 6 17  | 1 37           | 10 7  | 3 44    | 4 7   | 7 7   | 3 6               | 2 6    | 1 0   | 1 1   |
| 21     | <b>Ashford</b> ....      | 1 58        | ..   | ..    | 7 38  | 10 28 | 12 28 | ..    | 3 13  | 6 12 | 6 38  | 1 58           | 10 28 | 4 12    | 4 28  | 7 28  | 5 6               | 3 6    | 2 0   | 1 9   |
| 26 1/2 | <b>Pluckley</b> ....     | 2 11        | ..   | ..    | 7 51  | 10 41 | 12 41 | ..    | 3 26  | 6 32 | 6 51  | 2 11           | 10 41 | 4 31    | 4 41  | 7 41  | 7 0               | 4 6    | 2 0   | 2 2   |
| 32     | <b>Headcorn</b> ..       | 2 24        | ..   | ..    | 8 4   | 10 54 | 12 54 | ..    | 3 39  | 6 50 | 7 4   | 2 24           | 10 54 | 4 48    | 4 54  | 7 54  | 8 0               | 5 6    | 2 2   | 2 8   |
| 35     | <b>Staplehurst</b>       | 2 33        | ..   | ..    | 8 13  | 11 3  | 1 3   | ..    | 3 48  | 7 4  | 7 13  | 2 33           | 11 3  | 5 6     | 5 3   | 8 3   | 9 0               | 6 0    | 3 0   | 2 11  |
| 37 1/2 | <b>Marden</b> ....       | 2 42        | ..   | ..    | 8 21  | 11 12 | 1 12  | ..    | 3 57  | 7 18 | 7 21  | 2 42           | 11 12 | 5 18    | 5 12  | 8 12  | 9 6               | 6 6    | 3 3   | 3 1   |
| 39     | <b>Maidstone</b> ....    | ..          | 7 0  | ..    | ..    | ..    | ..    | 12 0  | 3 30  | 6 53 | 6 53  | ..             | 10 45 | 4 45    | 4 45  | 7 45  | 12 0              | 8 0    | 4 0   | 4 4   |
| 39 1/2 | <b>Yalding arrival</b>   | ..          | 7 13 | ..    | ..    | ..    | ..    | 12 13 | 3 49  | 7 12 | 7 12  | ..             | 11 4  | 5 4     | 5 4   | 8 4   | 11 6              | 7 6    | 3 10  | 3 9   |
| 42     | <b>Paddock Wood</b>      | 2 55        | 7 35 | 8 33  | 11 25 | 1 25  | 12 35 | 4 10  | 7 38  | 7 38 | 7 38  | 2 55           | 11 25 | 5 38    | 5 25  | 8 25  | 10 6              | 7 0    | 3 6   | 3 6   |
| 47     | <b>Tunbridge</b> ..      | 3 13        | 7 53 | 8 51  | 11 43 | 1 43  | 12 53 | 4 28  | 8 0   | 7 51 | 7 51  | 3 13           | 11 43 | 6 0     | 5 43  | 8 43  | 12 0              | 8 0    | 4 0   | 3 11  |
| 51 1/2 | <b>Penshurst</b> ..      | 3 23        | 8 3  | 9 2   | 11 53 | ..    | 1 34  | 3 38  | 17 8  | 8 2  | 8 2   | 3 23           | 11 53 | 6 17    | 5 53  | 8 53  | 13 0              | 9 0    | 4 6   | 4 3   |
| 56 1/2 | <b>Edenbridge</b> ..     | 3 37        | 8 17 | 9 16  | 12 7  | ..    | 1 17  | 4 52  | 8 4   | 8 16 | 8 16  | 3 37           | 12 7  | 6 34    | 6 7   | 9 7   | 14 0              | 9 6    | 5 0   | 4 8   |
| 61 1/2 | <b>Godstone</b> ....     | 3 51        | 8 31 | 9 30  | 12 21 | ..    | 1 31  | 5 6   | 8 51  | 8 30 | 8 30  | 3 51           | 12 21 | 6 51    | 6 21  | 9 21  | 15 6              | 10 6   | 5 6   | 5 1   |
| 67     | <b>Reigate</b> ....      | 4 5         | 8 45 | 9 44  | 12 35 | 2 29  | 1 45  | 5 20  | 9 10  | 8 44 | 8 44  | 4 5            | 12 35 | 7 10    | 6 35  | 9 35  | 16 6              | 10 6   | 6 0   | 5 7   |
| 68 1/2 | <b>Mersham</b> ....      | ..          | 8 47 | 9 47  | ..    | ..    | 1 48  | 5 23  | 9 16  | 8 47 | 8 47  | ..             | 12 38 | 7 16    | 6 38  | 9 38  | 17 0              | 10 10  | 6 2   | 5 8   |
| 77 1/2 | <b>Croydon</b> ....      | 4 31        | 9 11 | 10 16 | 1 6   | ..    | 2 15  | 5 28  | 9 56  | 9 16 | 9 16  | 4 31           | 1 6   | 7 50    | 7 6   | 10 6  | 17 0              | 11 0   | 6 6   | 6 5   |
|        | <b>Bricklayers' Arms</b> | 5 1         | 9 40 | 10 50 | 1 45  | 3 25  | 2 44  | 6 31  | ..    | 9 55 | 9 55  | 5 1            | 1 45  | ..      | 7 45  | 10 45 | 18 6              | 12 0   | ..    | ..    |
| 88     | <b>Londonbridge</b>      | 5 1         | 9 40 | 10 50 | 1 45  | 3 25  | 2 44  | 6 31  | 10 50 | 9 55 | 9 55  | 5 1            | 1 45  | 8 30    | 7 45  | 10 45 | 18 6              | 12 0   | 7 3   | 7 4   |

Trains to and from Mersham &amp; Yalding stop only when there are passengers to take up or set down.



| Distance from<br>Euston station. | Down Trains.           | ON SUNDAYS.    |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                 |   |  |  |  |
|----------------------------------|------------------------|----------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------|---|--|--|--|
|                                  |                        | from<br>Rugby. | 8 $\frac{1}{2}$            | 6 $\frac{1}{2}$            | 7                          | 8                          | 9                          | 9 $\frac{1}{2}$            | 10                         | 10 $\frac{1}{2}$           | 11                         | 1                          | 3                          | 3 $\frac{1}{2}$            | 5                          | 5 $\frac{1}{2}$            | 6                          | 8 $\frac{1}{2}$            | 9                          |                            |                            |                            |                            |                            | 7                          | 8 $\frac{1}{2}$ | 9 |  |  |  |
|                                  |                        |                | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.                       | a.m.            |   |  |  |  |
|                                  |                        |                | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 | 1.2.3.<br>4.5.6.<br>8.9.10 |                 |   |  |  |  |
| STATIONS.<br>TRAINS LEAVE        |                        |                |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |                 |   |  |  |  |
| Mts                              | EUSTON SQUARE          | ..             | *6 15                      | 7 0                        | *8 0                       | *9 0                       | *9 30                      | 10 0                       | 10 15                      | *11 0                      | *1 0                       | *3 0                       | *3 30                      | *5 0                       | *5 30                      | *6 0                       | 8 30                       | 9 0                        | 7 0                        | *8 0                       | *8 30                      | 10 0                       | *6 0                       | 8 30                       | 9 0                        |                 |   |  |  |  |
| 6                                | Willenden [arrival]    | ..             | ..                         | 7 17                       | ..                         | ..                         | ..                         | ..                         | 10 31                      | ..                         | ..                         | 3 16                       | ..                         | 5 16                       | ..                         | 6 16                       | ..                         | ..                         | 7 17                       | ..                         | 8 46                       | ..                         | 6 16                       | ..                         | ..                         |                 |   |  |  |  |
| 11                               | Sudbury                | ..             | ..                         | 7 20                       | ..                         | ..                         | ..                         | ..                         | 10 36                      | ..                         | ..                         | 3 21                       | ..                         | 5 21                       | ..                         | 6 21                       | ..                         | ..                         | 7 20                       | ..                         | 8 51                       | ..                         | 6 21                       | ..                         | ..                         |                 |   |  |  |  |
| 13 $\frac{1}{2}$                 | Harrow                 | ..             | ..                         | 7 37                       | 8 22                       | ..                         | ..                         | ..                         | 10 43                      | ..                         | 1 22                       | 3 28                       | ..                         | 5 28                       | ..                         | 6 28                       | ..                         | ..                         | 7 37                       | ..                         | 9 2                        | ..                         | 6 32                       | ..                         | ..                         |                 |   |  |  |  |
| 16                               | Baner                  | ..             | ..                         | 7 39                       | ..                         | ..                         | ..                         | ..                         | 10 45                      | ..                         | ..                         | 3 32                       | ..                         | 5 32                       | ..                         | 6 32                       | ..                         | ..                         | 7 44                       | ..                         | 9 12                       | ..                         | 6 38                       | ..                         | ..                         |                 |   |  |  |  |
| 17 $\frac{1}{2}$                 | Bushby                 | ..             | ..                         | 7 43                       | ..                         | ..                         | ..                         | ..                         | 10 54                      | ..                         | ..                         | 3 38                       | ..                         | 5 38                       | ..                         | 6 38                       | ..                         | ..                         | 7 49                       | ..                         | 9 12                       | ..                         | 6 38                       | ..                         | ..                         |                 |   |  |  |  |
| 17 $\frac{1}{2}$                 | WATFORD                | ..             | 0 52                       | 7 57                       | 8 39                       | ..                         | 10 5                       | ..                         | 10 59                      | 11 37                      | 1 19                       | 3 47                       | 4 7                        | 5 47                       | 6 7                        | 6 47                       | ..                         | 9 35                       | 7 57                       | 8 39                       | 9 17                       | ..                         | 6 47                       | ..                         | 9 35                       |                 |   |  |  |  |
| 21                               | Kings Langley          | ..             | ..                         | 8 9                        | 8 45                       | ..                         | ..                         | ..                         | 11 7                       | ..                         | ..                         | 3 56                       | ..                         | 5 56                       | ..                         | 6 56                       | ..                         | ..                         | 8 9                        | ..                         | 9 26                       | ..                         | 6 56                       | ..                         | ..                         |                 |   |  |  |  |
| 24 $\frac{1}{2}$                 | Boxmoor                | ..             | ..                         | 8 22                       | 8 59                       | ..                         | ..                         | ..                         | 11 17                      | ..                         | 1 19                       | 4 7                        | ..                         | 6 7                        | ..                         | 7 7                        | ..                         | ..                         | 8 22                       | ..                         | 9 37                       | ..                         | 7 7                        | ..                         | ..                         |                 |   |  |  |  |
| 28                               | Berkhamstead           | ..             | ..                         | 8 32                       | 9 9                        | ..                         | ..                         | ..                         | 11 27                      | ..                         | 2 9                        | 4 17                       | ..                         | 6 17                       | ..                         | 7 17                       | ..                         | ..                         | 8 32                       | ..                         | 9 47                       | ..                         | 7 17                       | ..                         | ..                         |                 |   |  |  |  |
| 31 $\frac{1}{2}$                 | TRING                  | ..             | 7 28                       | 8 47                       | 9 18                       | 10 3                       | ..                         | 11 3                       | 11 38                      | 12 17                      | 2 18                       | 4 28                       | 4 37                       | 6 30                       | 6 37                       | 7 28                       | 9 36                       | ..                         | 8 47                       | 9 18                       | 9 58                       | 11 3                       | 7 28                       | 9 36                       | ..                         |                 |   |  |  |  |
| 36 $\frac{1}{2}$                 | Cheddington            | ..             | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | 10 8                       | ..                         | ..                         | ..                         | ..                         |                 |   |  |  |  |
| 43 $\frac{1}{2}$                 | Aylesbury              | ..             | ..                         | ..                         | 10 6                       | ..                         | ..                         | ..                         | 12 0                       | ..                         | ..                         | ..                         | 5 0                        | ..                         | ..                         | 8 0                        | ..                         | ..                         | ..                         | ..                         | 10 30                      | ..                         | 8 0                        | ..                         | ..                         |                 |   |  |  |  |
| 46 $\frac{1}{2}$                 | LEIGHTON               | ..             | 7 48                       | 9 20                       | 9 38                       | ..                         | 10 56                      | ..                         | 12 36                      | 2 38                       | 4 45                       | ..                         | ..                         | 6 67                       | 7 45                       | ..                         | 10 26                      | 9 20                       | 9 38                       | ..                         | ..                         | ..                         | ..                         | ..                         |                            |                 |   |  |  |  |
| 46 $\frac{1}{2}$                 | Bletchley & F.Straff   | ..             | ..                         | 9 40                       | 9 53                       | ..                         | ..                         | ..                         | ..                         | 2 53                       | 4 58                       | ..                         | ..                         | 7 58                       | ..                         | ..                         | ..                         | 9 40                       | 9 53                       | ..                         | ..                         | ..                         | ..                         | ..                         |                            |                 |   |  |  |  |
| 5 $\frac{1}{2}$                  | WOLVERTON              | ..             | 8 12                       | 9 54                       | 10 7                       | 10 47                      | 11 22                      | 11 43                      | ..                         | 1 2                        | 3 7                        | 5 15                       | ..                         | 7 22                       | 8 15                       | 10 22                      | 10 52                      | 9 54                       | 10 7                       | ..                         | 11 43                      | 8 15                       | 10 22                      | 10 52                      |                            |                 |   |  |  |  |
| 60                               | Roade                  | ..             | ..                         | 10 35                      | 10 35                      | ..                         | ..                         | ..                         | ..                         | 3 35                       | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | 10 25                      | 10 35                      | ..                         | ..                         | ..                         | ..                         | ..                         |                            |                 |   |  |  |  |
| 62 $\frac{1}{2}$                 | BLISWORTH              | ..             | 8 45                       | 12 17                      | 10 42                      | ..                         | 11 54                      | ..                         | ..                         | 1 35                       | 3 42                       | ..                         | ..                         | 7 55                       | ..                         | ..                         | 11 20                      | 12 17                      | 10 42                      | ..                         | ..                         | ..                         | ..                         | ..                         |                            |                 |   |  |  |  |
| 126 $\frac{1}{2}$                | Weldon                 | leave          | 9 2                        | 12 36                      | 11 4                       | ..                         | 12 11                      | 12 25                      | ..                         | 1 55                       | 4 1                        | ..                         | ..                         | 8 12                       | ..                         | 11 5                       | 11 37                      | 12 36                      | 11 1                       | ..                         | 12 25                      | ..                         | 11 5                       | 11 37                      |                            |                 |   |  |  |  |
| 73 $\frac{1}{2}$                 | Crick (and Welton)     | at             | ..                         | 12 56                      | 11 19                      | ..                         | ..                         | ..                         | ..                         | 4 19                       | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | 12 56                      | 11 19                      | ..                         | ..                         | ..                         | ..                         | ..                         |                            |                 |   |  |  |  |
| 89                               | RUGBY (Md. C.Jn.)      | 8 30           | 9 35                       | 1 15                       | 11 40                      | 12 0                       | 12 40                      | ..                         | ..                         | 2 25                       | 4 40                       | ..                         | ..                         | 8 45                       | ..                         | 11 35                      | 12 5                       | 1 15                       | 11 50                      | ..                         | 12 53                      | ..                         | 11 35                      | 12 5                       |                            |                 |   |  |  |  |
| 89                               | Brandon                | 8 42           | ..                         | 1 35                       | 11 55                      | ..                         | ..                         | ..                         | ..                         | 4 55                       | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | 1 35                       | 11 55                      | ..                         | ..                         | ..                         | ..                         | ..                         |                            |                 |   |  |  |  |
| 94                               | COVENTRY               | 8 54           | 10 2                       | 1 49                       | 12 9                       | 15 28                      | ..                         | 1 14                       | ..                         | 2 52                       | 5 9                        | ..                         | ..                         | 9 17                       | ..                         | 12 2                       | ..                         | 1 49                       | 12 9                       | ..                         | 1 14                       | ..                         | 12 2                       | ..                         |                            |                 |   |  |  |  |
| 99                               | Kemerton               | 9 30           | 11 0                       | ..                         | 1 30                       | 1 30                       | ..                         | 1 30                       | ..                         | 3 15                       | 5 10                       | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | 1 35                       | 1 35                       | ..                         | ..                         | ..                         | ..                         | ..                         |                            |                 |   |  |  |  |
| 161                              | Leamington             | 9 40           | 11 10                      | ..                         | 1 40                       | 1 40                       | ..                         | 1 40                       | ..                         | 3 25                       | 5 15                       | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | 1 45                       | 1 45                       | ..                         | ..                         | ..                         | ..                         | ..                         |                            |                 |   |  |  |  |
| 161                              | Leamington (Drby. Jn.) | 9 18           | 10 25                      | 2 23                       | 12 34                      | 12 50                      | ..                         | ..                         | ..                         | 3 35                       | 5 15                       | ..                         | ..                         | ..                         | ..                         | ..                         | ..                         | 2 23                       | 12 40                      | ..                         | 1 55                       | ..                         | 12 50                      | ..                         |                            |                 |   |  |  |  |
| 112 $\frac{1}{2}$                | BIRMINGHAM             | 9 45           | 10 50                      | 3 0                        | 1 10                       | 1 20                       | ..                         | 1 55                       | ..                         | 3 40                       | 6 5                        | ..                         | ..                         | 10 0                       | ..                         | 12 50                      | ..                         | 3 0                        | 1 15                       | ..                         | ..                         | ..                         | ..                         | ..                         |                            |                 |   |  |  |  |

\* Day Tickets at one-third less than the usual fares are issued by the trains marked thus \* both up and down.

Season Tickets are issued for periods of not less than two months, at one-half the usual fares.

A third class carriage will be attached to the 7 a.m. and 7 p.m. trains from Aylesbury as far as Tring, for the accommodation of passengers, to meet the third class trains to and from London.

Private carriages and horses cannot be booked unless they are at the stations fifteen minutes before the time above specified.

No Private Carriages or horses can be conveyed by the night mail trains, up or down, nor by the down day mail train.

- |                                                                     |                                                                     |
|---------------------------------------------------------------------|---------------------------------------------------------------------|
| 1. Trains in conjunction with the Grand Junction.                   | 7. Trains in conjunction with the Birmingham & Derby Junction       |
| 2. Trains in conjunction with the Chester & Birkenhead.             | 8. Trains in conjunction with the Midland Counties.                 |
| 3. Trains in conjunction with the Manchester and Birmingham.        | 9. Trains in conjunction with the North Midland.                    |
| 4. Trns. in conjunction with the North Union, & Lancaster & Preston | 10. York & N. Midland, Great N. of England & Newcastle & Darlington |
| 5. Fleetwood and Belfast                                            | 11. Trains in conjunction with the Newcastle and Carlisle.          |
| 6. Trains in conjunction with the Birmingham and Gloucester.        | 12. Hull and Selby                                                  |

Post Horses, for the conveyance of Carriages arriving at the Euston station, are always in readiness, at a charge of 10s. 6d., including post-boy, to any part of London.

All the trains take second class passengers, with the exception of the 10 a.m. down, and the 1 30 p.m. up trains.

| Distance from Birmingham | Up Trains.             | ON SUNDAYS.                   |                                 |                         |                         |                         |                          |                         |                          |                         |                          |                         |                         |                         |                         |
|--------------------------|------------------------|-------------------------------|---------------------------------|-------------------------|-------------------------|-------------------------|--------------------------|-------------------------|--------------------------|-------------------------|--------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
|                          |                        | 12                            | 1                               | 6                       | 8                       | 7                       | 10                       | 8                       | 10                       | 2                       | 12                       | 1                       | 2                       | 4                       | 6                       |
|                          |                        | 55. a.m. mail from 12.3. 4.6. | 1. a.m. mail from 8.9.10. 11.12 | 6. a.m. mail from 11.12 | 8. a.m. mail from 11.12 | 7. a.m. mail from 11.12 | 10. a.m. mail from 11.12 | 8. a.m. mail from 11.12 | 10. a.m. mail from 11.12 | 2. p.m. mail from 11.12 | 12. p.m. mail from 11.12 | 1. p.m. mail from 11.12 | 2. p.m. mail from 11.12 | 4. p.m. mail from 11.12 | 6. p.m. mail from 11.12 |
|                          | STATIONS. TRAINS LEAVE | 12.3. 4.6.                    | 8.9.10. 11.12                   | 1. a.m. mail from 11.12 | 6. a.m. mail from 11.12 | 7. a.m. mail from 11.12 | 10. a.m. mail from 11.12 | 8. a.m. mail from 11.12 | 10. a.m. mail from 11.12 | 2. p.m. mail from 11.12 | 12. p.m. mail from 11.12 | 1. p.m. mail from 11.12 | 2. p.m. mail from 11.12 | 4. p.m. mail from 11.12 | 6. p.m. mail from 11.12 |
| Miles                    | BIRMINGHAM...          | 12 55                         | ..                              | ..                      | ..                      | 7 0                     | ..                       | 8 30                    | 10 0                     | ..                      | 12 0                     | 1 30                    | 2 30                    | 4 0                     | 6 30                    |
| 94                       | Hampton (Derby Jn)     | ..                            | ..                              | ..                      | ..                      | 7 21                    | ..                       | 8 20                    | 10 10                    | ..                      | 12 21                    | 1 30                    | 2 55                    | 4 21                    | 6 51                    |
| 279                      | Leamington             | ..                            | ..                              | ..                      | ..                      | ..                      | ..                       | 8 30                    | 10 20                    | ..                      | 12 30                    | 1 40                    | 3 05                    | 4 35                    | 7 05                    |
| 283                      | Kentworth              | ..                            | ..                              | ..                      | ..                      | ..                      | ..                       | 8 30                    | 10 20                    | ..                      | 12 30                    | 1 40                    | 3 05                    | 4 35                    | 7 05                    |
| 187                      | COVENTRY (arriv.)      | 1 30                          | ..                              | ..                      | ..                      | 7 49                    | ..                       | 9 11                    | 10 44                    | ..                      | 12 49                    | 1 33                    | 3 40                    | 4 44                    | 7 19                    |
| 234                      | BRANDON                | ..                            | ..                              | ..                      | ..                      | 8 3                     | ..                       | 9 37                    | 11 13                    | ..                      | 1 3                      | 2 40                    | 3 40                    | 4 44                    | 7 19                    |
| 204                      | KUCBY (Mid. C.Jn.)     | 2 7                           | 1 15                            | ..                      | ..                      | 8 20                    | ..                       | 9 37                    | 11 13                    | ..                      | 1 3                      | 2 40                    | 3 40                    | 4 44                    | 7 19                    |
| 37                       | Crick (and Welton)     | ..                            | ..                              | ..                      | ..                      | 8 41                    | ..                       | 10 11                   | 11 48                    | ..                      | 1 41                     | 2 40                    | 3 40                    | 4 44                    | 7 19                    |
| 37                       | Wedon                  | 2 41                          | 1 52                            | ..                      | ..                      | 8 56                    | ..                       | 10 32                   | 12 9                     | ..                      | 2 17                     | 3 32                    | 4 32                    | 5 32                    | 7 50                    |
| 42                       | BLISWORTH              | ..                            | ..                              | ..                      | ..                      | 9 17                    | ..                       | 10 57                   | 12 32                    | ..                      | 2 37                     | 3 57                    | 4 57                    | 5 57                    | 8 28                    |
| 53                       | Roads                  | 3 22                          | 2 35                            | ..                      | ..                      | 9 27                    | ..                       | 10 57                   | 12 32                    | ..                      | 2 47                     | 3 57                    | 4 57                    | 5 57                    | 8 28                    |
| 60                       | WOLVERTON              | ..                            | ..                              | ..                      | ..                      | 9 47                    | ..                       | 11 11                   | 12 48                    | ..                      | 3 11                     | 4 11                    | 5 11                    | 6 11                    | 8 42                    |
| 65                       | Blotchley, & F. Strid. | ..                            | ..                              | ..                      | ..                      | 10 45                   | ..                       | 11 50                   | 1 32                     | ..                      | 3 48                     | 4 50                    | 5 50                    | 6 48                    | 9 20                    |
| 71                       | LEIGHTON               | ..                            | ..                              | ..                      | ..                      | 10 58                   | ..                       | 11 50                   | 1 32                     | ..                      | 3 59                     | 5 00                    | 6 00                    | 7 00                    | 9 30                    |
| 83                       | Cheshbury (leave)      | ..                            | ..                              | ..                      | ..                      | 11 11                   | ..                       | 12 17                   | 2 2                      | ..                      | 4 25                     | 5 25                    | 6 25                    | 7 25                    | 9 55                    |
| 76                       | Cheylington (arrive)   | ..                            | ..                              | ..                      | ..                      | 11 31                   | ..                       | 12 17                   | 2 2                      | ..                      | 4 25                     | 5 25                    | 6 25                    | 7 25                    | 9 55                    |
| 80                       | TRING                  | 4 19                          | 3 32                            | ..                      | ..                      | 11 41                   | ..                       | 12 17                   | 2 2                      | ..                      | 4 25                     | 5 25                    | 6 25                    | 7 25                    | 9 55                    |
| 84                       | Beckhamstead           | ..                            | ..                              | ..                      | ..                      | 11 49                   | ..                       | 12 17                   | 2 2                      | ..                      | 4 25                     | 5 25                    | 6 25                    | 7 25                    | 9 55                    |
| 87                       | Boxmoor                | ..                            | ..                              | ..                      | ..                      | 11 59                   | ..                       | 12 17                   | 2 2                      | ..                      | 4 25                     | 5 25                    | 6 25                    | 7 25                    | 9 55                    |
| 91                       | Kings Langley          | ..                            | ..                              | ..                      | ..                      | 12 4                    | ..                       | 1 0                     | 2 45                     | ..                      | 5 15                     | 6 10                    | 7 10                    | 8 0                     | 10 30                   |
| 94                       | WATFORD                | ..                            | ..                              | ..                      | ..                      | 12 10                   | ..                       | 1 0                     | 2 45                     | ..                      | 5 15                     | 6 10                    | 7 10                    | 8 0                     | 10 30                   |
| 96                       | Bushey                 | ..                            | ..                              | ..                      | ..                      | 12 15                   | ..                       | 1 0                     | 2 45                     | ..                      | 5 15                     | 6 10                    | 7 10                    | 8 0                     | 10 30                   |
| 99                       | Pinner                 | ..                            | ..                              | ..                      | ..                      | 12 20                   | ..                       | 1 0                     | 2 45                     | ..                      | 5 15                     | 6 10                    | 7 10                    | 8 0                     | 10 30                   |
| 100                      | Harrow                 | ..                            | ..                              | ..                      | ..                      | 12 25                   | ..                       | 1 0                     | 2 45                     | ..                      | 5 15                     | 6 10                    | 7 10                    | 8 0                     | 10 30                   |
| 104                      | Sudbury                | ..                            | ..                              | ..                      | ..                      | 12 30                   | ..                       | 1 0                     | 2 45                     | ..                      | 5 15                     | 6 10                    | 7 10                    | 8 0                     | 10 30                   |
| 106                      | Willesden              | ..                            | ..                              | ..                      | ..                      | 12 35                   | ..                       | 1 0                     | 2 45                     | ..                      | 5 15                     | 6 10                    | 7 10                    | 8 0                     | 10 30                   |
| 112                      | EUSTON SQUARE          | 5 32                          | 4 45                            | ..                      | ..                      | 12 40                   | ..                       | 1 0                     | 2 45                     | ..                      | 5 15                     | 6 10                    | 7 10                    | 8 0                     | 10 30                   |

## WARWICK AND LEAMINGTON BRANCH.

| Miles. | Leamington<br>to<br>Birmingham.    | DOWN.        |               |               |              |              |              |              |              | Miles. | Birmingham<br>to<br>Leamington.    | UP.          |              |              |             |              |             |              |        | SUNDAY. |       |     | Fares.       |              |              |    |    |
|--------|------------------------------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------|------------------------------------|--------------|--------------|--------------|-------------|--------------|-------------|--------------|--------|---------|-------|-----|--------------|--------------|--------------|----|----|
|        |                                    | SUNDAY.      |               |               |              |              |              |              |              |        |                                    | SUNDAY.      |              |              |             |              |             |              |        | SUNDAY. |       |     | 1st<br>class | 2nd<br>class | 3rd<br>class |    |    |
|        |                                    | A.M.<br>8.20 | A.M.<br>10.10 | A.M.<br>11.55 | P.M.<br>2.15 | P.M.<br>4.15 | P.M.<br>6.10 | A.M.<br>8.35 | P.M.<br>7.10 |        |                                    | A.M.<br>8.30 | A.M.<br>10.0 | A.M.<br>12.0 | P.M.<br>4.0 | P.M.<br>6.30 | P.M.<br>9.0 | P.M.<br>12.0 | S. D.  | S. D.   | S. D. |     |              |              |              |    |    |
|        | TRAINS LEAVING<br>LEAMINGTON at... | 8.20         | 10.10         | 11.55         | 2.15         | 4.15         | 6.10         | 8.35         | 7.10         |        | TRAINS LEAVING<br>BIRMINGHAM at... | 8.30         | 10.0         | 12.0         | ..          | 4.0          | 6.30        | 9.0          | ..     | ..      | ..    | ..  | ..           | ..           | ..           | .. | .. |
|        | ARRIVE AT                          |              |               |               |              |              |              |              |              |        | ARRIVE AT                          |              |              |              |             |              |             |              |        |         |       |     |              |              |              |    |    |
| 33     | KENILWORTH .....                   | 8.30         | 10.20         | 12.5          | 2.25         | 4.25         | 6.20         | 8.45         | 7.10         | 32     | STECHEFORD .....                   | ..           | ..           | ..           | ..          | 6.35         | ..          | ..           | 1.0    | 0.9     | 0.4   | ..  | ..           | ..           | ..           | .. | .. |
| 82     | COVENTRY .....                     | 8.45         | 10.35         | 12.20         | 2.40         | 4.40         | 6.35         | 9.0          | 7.25         | 6      | MARSTON GREEN .....                | ..           | ..           | ..           | ..          | 6.38         | ..          | ..           | 1.0    | 0.9     | 0.6   | ..  | ..           | ..           | ..           | .. | .. |
| 142    | DOCKERS LANE .....                 | 9.0          | ..            | 12.50         | 3.15         | 5.35         | ..           | ..           | 7.48         | 13     | HAMPTON .....                      | ..           | 10.21        | 12.21        | ..          | 4.21         | 6.51        | 9.22         | leaves | 2.0     | 1.0   | 0.0 | ..           | ..           | ..           | .. | .. |
| 173    | HAMPTON .....                      | 9.15         | ..            | ..            | ..           | ..           | ..           | ..           | ..           | 18     | DOCKERS LANE .....                 | ..           | ..           | ..           | ..          | 6.55         | ..          | ..           | at 3.0 | 2.0     | 1.0   | 1.1 | ..           | ..           | ..           | .. | .. |
| 211    | MARSTON GREEN .....                | 9.21         | ..            | ..            | ..           | ..           | ..           | ..           | ..           | 23     | COVENTRY .....                     | 9.11         | 10.44        | 12.49        | 3.0         | 4.44         | 7.19        | 9.45         | 1.20   | 4.0     | 2.6   | 1.7 | ..           | ..           | ..           | .. | .. |
| 234    | STECHEFORD .....                   | 9.24         | ..            | ..            | ..           | ..           | ..           | ..           | ..           | 27     | KENILWORTH .....                   | 9.30         | 11.0         | 1.30         | 3.15        | 5.30         | 7.45        | 10.5         | 1.35   | 4.0     | 2.6   | 2.0 | ..           | ..           | ..           | .. | .. |
| 274    | BIRMINGHAM about                   | 9.45         | ..            | 1.20          | 3.40         | 6.5          | ..           | ..           | 8.15         | 27     | LEAMINGTON about                   | 9.40         | 11.10        | 1.40         | 3.25        | 5.40         | 7.55        | 10.15        | 1.45   | 4.6     | 3.0   | 2.4 | ..           | ..           | ..           | .. | .. |



# 13 FARES AND RATES ON THE LONDON AND BIRMINGHAM RAILWAY.

| STATIONS                | FARES FROM LONDON. |              |               |              | RATES FOR HORSES. |           |           | STATIONS                 | FARES FROM BIRMINGHAM. |            |            |            | RATES FOR HORSES. |           |           |
|-------------------------|--------------------|--------------|---------------|--------------|-------------------|-----------|-----------|--------------------------|------------------------|------------|------------|------------|-------------------|-----------|-----------|
|                         | By 10a.m. Train.   | First Class. | Second Class. | Third Class. | 1 Horse.          | 2 Horses. | 3 Horses. |                          | By 14 p.m. Train.      | 1st Class. | 2nd Class. | 3rd Class. | 1 Horse.          | 2 Horses. | 3 Horses. |
| <b>Euston Square</b>    | s. d.              | s. d.        | s. d.         | s. d.        | s. d.             | s. d.     | s. d.     | <b>Birmingham</b>        | s. d.                  | s. d.      | s. d.      | s. d.      | s. d.             | s. d.     | s. d.     |
| West London Junc.       | ..                 | 1 0          | 0 9           | 0 6          | ..                | ..        | ..        | Hampton (Dby. Jn.)       | ..                     | 2 0        | 1 0        | 0 10       | 10 0              | 10 0      | 10 0      |
| Willesden (arrival)     | ..                 | 1 0          | 0 9           | 0 6          | ..                | ..        | ..        | <b>Coventry</b>          | 4 6                    | 4 0        | 2 6        | 1 7        | 10 0              | 15 0      | 20 0      |
| Sudbury                 | ..                 | 1 6          | 1 0           | 0 8          | ..                | ..        | ..        | Brandon                  | ..                     | 5 6        | 3 6        | 2 0        | 10 0              | 18 0      | 24 0      |
| Harrow                  | ..                 | 2 6          | 1 6           | 1 0          | 10 0              | 10 0      | 12 0      | <b>Rugby (Mid. C.J.)</b> | 8 0                    | 7 0        | 4 6        | 2 6        | 15 0              | 25 0      | 30 0      |
| Pinner                  | ..                 | 3 0          | 2 0           | 1 2          | ..                | ..        | ..        | Crick and Welton         | ..                     | 9 0        | 6 0        | 3 1        | 15 6              | 28 0      | 37 0      |
| Bushey                  | ..                 | 4 0          | 2 6           | 1 4          | ..                | ..        | ..        | Weedon                   | 11 6                   | 10 6       | 7 0        | 3 7        | 20 0              | 35 0      | 45 0      |
| <b>Watford</b>          | ..                 | 4 0          | 2 6           | 1 6          | 10 0              | 13 6      | 18 0      | <b>Blisworth</b>         | 13 6                   | 12 0       | 8 0        | 4 2        | ..                | ..        | ..        |
| Kings Langley           | ..                 | 5 0          | 3 0           | 1 9          | ..                | ..        | ..        | Roads                    | ..                     | 12 6       | 8 6        | 4 5        | 22 0              | 40 0      | 53 0      |
| Boxmoor                 | ..                 | 6 0          | 4 0           | 2 1          | 10 6              | 19 0      | 25 0      | <b>Wolverton</b>         | 16 0                   | 14 6       | 9 6        | 5 0        | 25 0              | 45 0      | 60 0      |
| Berkhamstead            | ..                 | 7 0          | 4 6           | 2 4          | 11 6              | 21 0      | 28 0      | Bletchley & F. Stfd.     | ..                     | 16 0       | 10 6       | 5 6        | ..                | ..        | ..        |
| <b>Tring</b>            | 8 6                | 7 6          | 5 0           | 2 8          | 13 6              | 24 0      | 32 0      | <b>Leighton</b>          | ..                     | 17 0       | 11 6       | 6 0        | 30 0              | 54 0      | 72 0      |
| Cheddington             | ..                 | 8 6          | 5 0           | 3 1          | ..                | ..        | ..        | Aylesbury                | ..                     | 20 0       | 13 6       | 7 0        | 35 0              | 63 0      | 84 0      |
| Aylesbury               | ..                 | 9 6          | 6 0           | 3 8          | 18 6              | 33 0      | 44 0      | Cheddington              | ..                     | 18 6       | 12 6       | 6 5        | ..                | ..        | ..        |
| <b>Leighton</b>         | ..                 | 10 0         | 6 6           | 3 5          | 17 0              | 31 0      | 41 0      | <b>Tring</b>             | 22 0                   | 19 6       | 13 0       | 6 9        | 34 0              | 61 0      | 81 0      |
| Bletchley & F. Stfd.    | ..                 | 11 0         | 7 6           | 3 11         | ..                | ..        | ..        | Berkhamstead             | ..                     | 20 6       | 13 6       | 7 1        | 35 6              | 64 0      | 85 0      |
| <b>Wolverton</b>        | 14 0               | 12 6         | 8 6           | 4 5          | 22 0              | 40 0      | 53 0      | Boxmoor                  | ..                     | 21 0       | 14 0       | 7 4        | 36 6              | 66 0      | 88 0      |
| Roads                   | ..                 | 14 6         | 9 6           | 5 0          | 25 0              | 45 0      | 60 0      | Kings Langley            | ..                     | 22 0       | 14 6       | 7 8        | ..                | ..        | ..        |
| <b>Blisworth</b>        | 16 6               | 15 0         | 10 0          | 5 3          | ..                | ..        | ..        | <b>Watford</b>           | ..                     | 23 0       | 15 0       | 7 11       | 39 6              | 71 6      | 95 0      |
| Weedon                  | 18 6               | 17 0         | 11 6          | 5 10         | 29 0              | 52 6      | 70 0      | Bushey                   | ..                     | 23 0       | 15 6       | 8 1        | ..                | ..        | ..        |
| Crick (and Welton)      | ..                 | 18 0         | 12 0          | 6 4          | 31 6              | 57 0      | 76 0      | Pinner                   | ..                     | 24 0       | 16 0       | 8 4        | ..                | ..        | ..        |
| <b>Rugby (Md. C.J.)</b> | 22 0               | 20 0         | 13 0          | 6 11         | 35 0              | 60 0      | 85 0      | Harrow                   | ..                     | 24 0       | 16 0       | 8 5        | 42 0              | 76 0      | 101s      |
| Brandon                 | ..                 | 21 6         | 14 0          | 7 5          | 37 0              | 67 0      | 89 0      | Sudbury                  | ..                     | 25 0       | 16 6       | 8 9        | ..                | ..        | ..        |
| <b>Coventry</b>         | 25 0               | 22 6         | 15 0          | 7 10         | 39 0              | 70 6      | 94 0      | Willesden                | ..                     | 25 6       | 17 0       | 8 11       | ..                | ..        | ..        |
| Hampton Dby. (Jn.)      | ..                 | 24 6         | 16 6          | 8 7          | 43 0              | 77 6      | 103s      | West London Junc.        | ..                     | 26 0       | 17 0       | 9 0        | ..                | ..        | ..        |
| <b>Birmingham</b>       | 30 0               | 27 0         | 18 0          | 9 5          | 50 0              | 85 0      | 115s      | <b>Euston Square</b>     | 30 0                   | 27 0       | 18 0       | 9 5        | 50 0              | 85 0      | 115s      |

## WEST LONDON RAILWAY,

In conjunction with trains on the London and Birmingham, and Great Western Railways.

**From Kensington to Birmingham** at 6 55 a.m.: to Tring and Aylesbury, 10 a.m.; to Wolverton, 2 55 and 5 55 p.m., meeting trains from Euston-square at 7 and 10 15 a.m., 3 and 6 p.m., respectively.

**From Kensington to Maidenhead**, at 8 50 and 10 45 a.m. and 6 20 p.m., meeting trains from Paddington at 9 and 11 a.m. and 6 30 p.m. respectively.

**From Roade to Kensington**, 7 30 a.m.; from Aylesbury at 11 a.m., meeting trains from the junction at 10 30 a.m., and 12 15 noon.

**From Slough** at 9 a.m., and 6 p.m., meeting trains from the junction at 9 40 a.m., and 6 40 p.m.—Fares—1st class 1s., 2nd 6d.

| 14         |                    | Sec. & Gen. Manager, Capt. Mark Hulsh. |            |                 |       |           |                 |           |                  |                 |                 | GRAND JUNCTION. |           |                                |                     | 14     |       |                               |       | Sunday Trains. |       |              |       | Fares from Birmingham. |       |               |       |              |  |
|------------|--------------------|----------------------------------------|------------|-----------------|-------|-----------|-----------------|-----------|------------------|-----------------|-----------------|-----------------|-----------|--------------------------------|---------------------|--------|-------|-------------------------------|-------|----------------|-------|--------------|-------|------------------------|-------|---------------|-------|--------------|--|
| Distances. | Down Trains.       | 8 30 p.m.                              |            | 6 a.m.          |       | 6 15 a.m. |                 | 9 a.m.    |                  | 10 a.m.         |                 | 7 a.m.          |           | 11 a.m.                        |                     | 1 p.m. |       | Stop at 1st class. stas. only |       |                |       | By 2 15 p.m. |       | First Class.           |       | Second Class. |       | Third Class. |  |
|            |                    | Mixed.                                 | Lon. Mail. | 1st & 2nd class | Mixed | Mail      | 1st class mixed | Lon. Mail | 3rd class. slow. | 1st class mixed | 1st & 2nd class | mail            | p.m. mix. | 7 11 15 a.m. mix. & 3rd class. | 10 a.m. Mail. mixed | 10 0   | s. d. | s. d.                         | s. d. | s. d.          | s. d. | s. d.        | s. d. | s. d.                  | s. d. | s. d.         | s. d. |              |  |
| Mls.       | London, Euston Sq. | 8 30                                   | 1 10       | 6               | 11 4  | 6 15      | 9 0             | 10 0      | 7 0              | 11 0            | 1 0             | 8 30            | 7 11 15   | 10 0                           | 10 0                | s. d.  | s. d. | s. d.                         | s. d. | s. d.          | s. d. | s. d.        | s. d. | s. d.                  | s. d. | s. d.         | s. d. |              |  |
|            | Birmingham         | 1 10                                   | 6          | 11 4            | 1 4   | 2 4       | 3 4             | 4 4       | 6                | 1 10            | 7 11 15         | 10 0            | 10 0      | 10 0                           | 10 0                | 10 0   | 10 0  | 10 0                          | 10 0  | 10 0           | 10 0  | 10 0         | 10 0  | 10 0                   | 10 0  | 10 0          | 10 0  |              |  |
| 3 1        | Perry Bar          | ..                                     | 6 9        | ..              | ..    | ..        | ..              | ..        | 3 41             | ..              | 6 9             | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 6 1        | Newton Road        | ..                                     | 6 19       | ..              | ..    | ..        | ..              | ..        | 3 53             | ..              | 6 19            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 9 1        | Walsall            | ..                                     | 6 29       | 11 37           | 1 54  | ..        | ..              | ..        | 4 4              | 4 39            | 6 29            | ..              | 7 49      | 11 37                          | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 12         | Willenhall         | ..                                     | 6 38       | ..              | ..    | ..        | ..              | ..        | 4 14             | ..              | 6 38            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 14 1       | Wolverhampton      | 1 45                                   | 6 47       | 11 52           | 2 9   | 2 50      | 4 24            | 4 52      | 6 47             | 1 45            | 8 5             | 11 52           | 2 50      | 3 6                            | 3 0                 | 2 0    | 1 3   | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 20         | Four Ashes         | ..                                     | 7 2        | ..              | ..    | ..        | ..              | ..        | 4 43             | ..              | 7 2             | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 21 1       | Spread Eagle       | ..                                     | 7 10       | ..              | ..    | ..        | ..              | ..        | 4 51             | ..              | 7 10            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 24         | Penkridge          | ..                                     | 7 19       | ..              | ..    | ..        | ..              | ..        | 5 0              | 5 16            | 7 19            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 29 1       | Stafford           | 2 17                                   | 7 32       | 12 17           | 2 41  | 3 22      | 5 17            | 5 31      | 7 31             | 2 17            | 8 30            | 12 17           | 3 22      | 7 0                            | 7 6                 | 6 6    | 2 11  | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 35         | Norton Bridge      | ..                                     | 7 51       | ..              | 2 59  | ..        | ..              | ..        | 5 55             | ..              | 7 50            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 43 1       | Whitmore           | 2 55                                   | 8 16       | 12 55           | 3 24  | 4 0       | 6 32            | 6 9       | 8 13             | 2 55            | 9 8             | 12 55           | 4 0       | 11 6                           | 10 6                | 8 0    | 3 3   | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 46         | Madeley            | ..                                     | 8 27       | ..              | ..    | ..        | ..              | ..        | 6 45             | ..              | 8 23            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 51 1       | Basford            | ..                                     | 8 41       | ..              | ..    | ..        | ..              | ..        | 7 31             | ..              | 8 36            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 54         | Crewe              | 3 19                                   | 8 48       | 1 19            | 3 49  | 4 24      | 7 39            | 6 34      | 8 43             | 3 19            | 9 32            | 1 19            | 4 24      | 14 6                           | 13 0                | 10 6   | 4 6   | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 53 1       | Minshull Vernon    | ..                                     | 9 3        | ..              | ..    | ..        | ..              | ..        | 8 1              | ..              | 8 56            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 61 1       | Winsford           | ..                                     | 9 12       | ..              | 4 9   | ..        | ..              | ..        | 8 10             | ..              | 9 4             | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 65 1       | Hartford           | 3 44                                   | 9 24       | 1 44            | 4 21  | 4 49      | 8 24            | 7 2       | 9 15             | 3 44            | 9 57            | 1 44            | 4 49      | 17 6                           | 16 0                | 12 6   | 5 6   | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 68 1       | Acton              | ..                                     | 9 33       | ..              | ..    | ..        | ..              | ..        | 8 35             | ..              | 9 24            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 72 1       | Preston Brook      | ..                                     | 9 46       | 2 0             | ..    | ..        | ..              | ..        | 8 49             | ..              | 9 36            | ..              | 2 0       | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 75         | Moore              | ..                                     | 9 55       | ..              | ..    | ..        | ..              | ..        | 8 58             | ..              | 9 45            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 78         | Warrington         | 4 12                                   | 10 4       | 2 16            | 4 48  | 5 17      | 9 16            | 7 30      | 9 54             | 4 12            | 10 25           | 2 16            | 5 17      | 21 0                           | 19 0                | 14 6   | 6 1   | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 82 1       | Newton Junction    | 4 28                                   | 10 19      | ..              | ..    | ..        | ..              | ..        | 9 33             | ..              | 10 8            | ..              | ..        | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 97         | Liverpool          | 5 10                                   | 11 15      | 3 15            | 5 45  | 6 15      | 10 30           | ..        | 8 30             | 5 10            | 1 10            | 3 15            | 6 15      | 26 0                           | 23 0                | 18 0   | 8 2   | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 75         | Chester            | 4 6                                    | 10 16      | 2 42            | ..    | 5 19      | ..              | ..        | 8 21             | ..              | 4 0             | ..              | 5 19      | 20 0                           | 18 0                | 14 0   | 6 3   | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 105 1      | Preston            | 5 24                                   | 1 45       | 3 40            | ..    | 6 40      | ..              | ..        | ..               | ..              | 5 4             | ..              | 6 40      | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |
| 126 1      | Lancaster          | 6 19                                   | 2 45       | ..              | ..    | 7 45      | ..              | ..        | ..               | ..              | 6 19            | ..              | 7 45      | ..                             | ..                  | ..     | ..    | ..                            | ..    | ..             | ..    | ..           | ..    | ..                     | ..    | ..            | ..    |              |  |

## CHESTER AND CREWE BRANCH—21 Miles in length.

[Birmingham.

From Chester, Mail, Mixed, 4 45 a.m. joins 4 a.m. train from Liverpool

Mixed at 7 and 10 30 a.m. & 5 10 p.m.

Third Class (slow) at 8 a.m.

First Class at 9 1/2 a.m., (8 11 1/2 noon, joins the 11 a.m. train from Liverpool.) Mail 9 22 p.m. joins the 8 1/2 p.m. train from Liverpool.

Mail trains only run on Sundays. FARES. Chester to Crewe, 5s 6d—4s.—1s. 9d.

From Chester to Manchester, without change of Carriage, at 7 and 10 1/2 a.m. and 5 10 p.m.; changing carriage at 11 30 a.m. Manchester to Chester at 7 1/2 and 10 a.m. and 5 20 p.m. without changing carriage, and 11 30 a.m. changing carriage.

FARES. 1st class 8s. 6d.—2nd class 6s.—3rd class 4s. 6d. Double tickets (returning the same day,) 12s.—9s.

From Crewe, Mail 3 17 a.m. on arrival of 1 10 a.m. tr. from Birmingham

Mixed 9 a.m. on arrival of 6 a.m. trains mixed, up and down.

First and second class 11 1/2 a.m. on arrival of 10 a.m. tr. from Birmingham

First class 1 35 p.m. on arrival of 11 15 a.m. tr. from Birmingham

Mail 4 1/2 p.m. on arrival of the 2 1/2 p.m. train from Birmingham

7 1/2 & 8 43 p.m. mixed. 8 p.m. third class (slow).



15 Engrs., J. Locke &amp; R. S. Norris.

## GRAND JUNCTION.

Sups. of Goods { S. Eborall, Birmingham.  
B. Poole, Liverpool.

| 15 Engrs., J. Locke & R. S. Norris. |                     |         |                  |                    |              |             |                    |                 |            |             |                   |                           |             |                  | GRAND UNION. |            |                 |  |  |  |  |  |  |  | Sunday Trains. |  |  |  |  | FARES. |  |  |  |  |
|-------------------------------------|---------------------|---------|------------------|--------------------|--------------|-------------|--------------------|-----------------|------------|-------------|-------------------|---------------------------|-------------|------------------|--------------|------------|-----------------|--|--|--|--|--|--|--|----------------|--|--|--|--|--------|--|--|--|--|
| Distances.                          | Up Trains.          |         |                  |                    |              |             |                    |                 |            |             |                   | Stop at 1st C. stns. only |             |                  |              |            | From Liverpool. |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
|                                     |                     | 2½ a.m. | 6 a.m.           | 6 30 a.m.          | 9 a.m.       | 9½ a.m.     | 1 30 p.m.          | 1 10 p.m.       | 6 55 p.m.  | 2½ a.m.     | 9 a.m.            | 11 a.m.                   | 6 55 p.m.   | By 9 a.m. Train. | 1st Class.   | 2nd Class. | 3rd class.      |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
|                                     |                     | Mail    | 1st & 2nd Class. | Third Class. Slow. | First Class. | Mixed Mail. | First Class. Mixed | 1st & 2nd Class | Mixed Mail | Mixed Mail. | 1stcl. Mixd Mail. | Mixed Mail.               | Mixed Mail. | s. d.            | s. d.        | s. d.      | s. d.           |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| Mls                                 | Trains Leave        |         |                  |                    |              |             |                    |                 |            |             |                   |                           |             |                  |              |            |                 |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
|                                     | Lancaster           | 2 30    | ..               | ..                 | ..           | 9 15        | ..                 | 1 10            | 6 55       | 2 30        | ..                | ..                        | 6 55        | ..               | ..           | ..         | ..              |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
|                                     | Preston             | 3 27    | ..               | ..                 | ..           | 10 20       | ..                 | 2 20            | 7 53       | 3 27        | ..                | ..                        | 7 53        | ..               | ..           | ..         | ..              |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
|                                     | Liverpool, Lime-st. | 4       | 6                | 6 30               | 9            | 11          | 1 30               | 5               | 8½         | 4           | 9                 | 11                        | 8½          | ..               | ..           | ..         | ..              |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 133                                 | Parkside            | ..      | ..               | ..                 | ..           | ..          | ..                 | 5 50            | ..         | ..          | ..                | ..                        | ..          | ..               | ..           | ..         | ..              |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 142                                 | Newton Junction*    | ..      | 6 50             | 7 46               | ..           | ..          | ..                 | 5 50            | ..         | ..          | ..                | ..                        | ..          | 4 6              | 4 0          | 3 0        | 1 8             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 194                                 | Warrington          | 4 38    | 7 6              | 8 8                | 9 47         | 11 47       | 2 15               | 6 4             | 9 2        | 4 38        | 9 47              | 11 47                     | 9 2         | ..               | 5 0          | 4 0        | 1 11            |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 224                                 | Moore               | ..      | 7 17             | 8 22               | ..           | ..          | ..                 | 6 17            | ..         | ..          | ..                | ..                        | ..          | ..               | 5 0          | 4 0        | 2 2             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 25                                  | Preston Brook       | ..      | 7 25             | 8 33               | ..           | ..          | ..                 | 6 25            | ..         | ..          | ..                | ..                        | ..          | ..               | 6 6          | 5 6        | 2 6             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 294                                 | Acton               | ..      | 7 36             | 8 52               | ..           | ..          | ..                 | 6 36            | ..         | ..          | ..                | ..                        | ..          | ..               | 7 0          | 6 0        | 2 8             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 313                                 | Hartford            | 5 10    | 7 45             | 9 6                | 10 16        | 12 21       | 2 43               | 6 45            | 9 36       | 5 11        | 10 16             | 12 21                     | 9 36        | 8 0              | 8 6          | 7 0        | 3 3             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 364                                 | Winsford            | ..      | 7 59             | 9 26               | ..           | ..          | ..                 | 6 59            | ..         | ..          | ..                | ..                        | ..          | ..               | 9 6          | 7 6        | 3 3             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 384                                 | Minshull Vernon     | ..      | 8 7              | 9 39               | ..           | ..          | ..                 | 7 7             | ..         | ..          | ..                | ..                        | ..          | ..               | 9 6          | 8 0        | 3 8             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 434                                 | Crewe               | 5 37    | 8 19             | 10 0               | 10 43        | 12 47       | 3 9                | 7 19            | 10 2       | 5 37        | 10 43             | 12 47                     | 10 2        | 11 6             | 10 6         | 8 0        | 3 11            |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 46                                  | Basford             | ..      | 8 37             | 10 20              | ..           | ..          | ..                 | 7 37            | ..         | ..          | ..                | ..                        | ..          | ..               | 11 0         | 8 6        | 4 4             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 514                                 | Madeley             | ..      | 8 57             | 10 48              | ..           | ..          | ..                 | 7 57            | ..         | ..          | ..                | ..                        | ..          | ..               | 12 6         | 9 6        | 4 4             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 544                                 | Whitmore            | 6 17    | 9 6              | 11 37              | 11 23        | 1 27        | 3 44               | 8 6             | 10 42      | 6 17        | 11 23             | 1 27                      | 10 42       | 14 6             | 13 0         | 10 0       | 4 7             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 624                                 | Norton Bridge       | ..      | 9 28             | 12 0               | ..           | ..          | ..                 | 8 29            | ..         | ..          | ..                | ..                        | ..          | ..               | 15 0         | 11 6       | 5 3             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 684                                 | Stafford            | 6 47    | 9 44             | 12 16              | 11 56        | 1 57        | 4 21               | 8 47            | 11 12      | 6 47        | 11 56             | 1 57                      | 11 12       | 18 6             | 16 6         | 12 6       | 5 9             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 734                                 | Penkridge           | ..      | 10 1             | 12 32              | ..           | ..          | ..                 | 9 4             | ..         | ..          | ..                | ..                        | ..          | ..               | 18 0         | 13 6       | 6 2             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 76                                  | Spread Eagle        | ..      | 10 10            | 12 40              | ..           | ..          | ..                 | 9 13            | ..         | ..          | ..                | ..                        | ..          | ..               | 19 0         | 14 0       | 6 5             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 774                                 | Four Ashes          | ..      | 10 17            | 12 47              | ..           | ..          | ..                 | 9 20            | ..         | ..          | ..                | ..                        | ..          | ..               | 19 0         | 14 6       | 6 6             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 83                                  | Wolverhampton       | 7 22    | 10 35            | 1 2                | 12 32        | 2 36        | 4 57               | 9 38            | 11 51      | 7 22        | 12 32             | 2 36                      | 11 51       | 22 6             | 20 0         | 15 6       | 7 0             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 854                                 | Willenhall          | ..      | 10 40            | 1 13               | ..           | ..          | ..                 | 9 47            | ..         | ..          | ..                | ..                        | ..          | ..               | 20 6         | 16 0       | 7 2             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 88                                  | Walsall             | 7 35    | 10 55            | 1 22               | ..           | ..          | 5 12               | 9 56            | ..         | 7 35        | ..                | ..                        | ..          | ..               | 21 0         | 16 6       | 7 5             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 934                                 | Newton Road         | ..      | 11 5             | 1 31               | ..           | ..          | ..                 | 10 6            | ..         | ..          | ..                | ..                        | ..          | ..               | 22 0         | 17 0       | 7 9             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 944                                 | Perry Bar           | ..      | 11 17            | 1 44               | ..           | ..          | ..                 | 10 18           | ..         | ..          | ..                | ..                        | ..          | ..               | 22 6         | 17 6       | 7 11            |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 974                                 | Birmingham          | 8 6     | 11 36            | 2 0                | 1 15         | 3 20        | 5 45               | 10 38           | 12 36      | 8 6         | 1 15              | 3 20                      | 12 36       | 26 0             | 23 0         | 18 0       | 8 2             |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |
| 210                                 | London              | 1 0     | 5 15             | 8 45               | 6 0          | 8 45        | 10 30              | 5 32            | 1 0        | 6 0         | ..                | ..                        | 5 32        | 56 0             | 50 0         | 36 0       | 17 7            |  |  |  |  |  |  |  |                |  |  |  |  |        |  |  |  |  |

\* The Fares from Parkside are the same as from Newton Junction. † Waits 40 minutes, leaves Madeley at 11 28.

The 4 a.m. train starts from the Station at Edge Hill, to which any passenger wishing to go by the train must proceed to take his place.

Private Carriages and Horses cannot be taken by the 6 55 p.m. up, nor by the 8 30 p.m. down trains.

† Passengers by this train from Preston will have to wait at Parkside.

No difference of charge for four and six-seated carriages, which passengers may select according to priority of arrival.

**NOTICE.**—Passengers should be at the 1st class stations 5 minutes & at the 2nd class stations 10 minutes, before the time specified

| Miles | Stations.                        | Week Days. |         |          |         |          |         |          |           |         |           |          | Sundays. |         |         |                                                |
|-------|----------------------------------|------------|---------|----------|---------|----------|---------|----------|-----------|---------|-----------|----------|----------|---------|---------|------------------------------------------------|
|       |                                  | 1          | 2       | 3        | 4       | 5        | 6       | 7        | 8         | 9       | 10        | 11       | 2        | 3       | 4       |                                                |
|       | <b>LONDON</b> (depart.)          | p.m. 8½    | a.m. .. | a.m. ..  | a.m. .. | a.m. 6 0 | p.m. .. | a.m. 9 0 | a.m. 10   | p.m. .. | a.m. 11 0 | p.m. 1 0 | a.m. ..  | a.m. .. | a.m. .. | Nos. 1 and 3 on week-days run also on Sundays. |
|       | <b>BIRMINGHAM</b>                | 1 10       | ..      | a.m. 6 0 | ..      | 11 15    | ..      | 1 30     | p.m. 2 15 | 3 30    | 4 15      | 6 0      | 7 30     | 11 15   | ..      |                                                |
| 3½    | Perry Bar.....                   | ..         | ..      | 6 9      | ..      | ..       | ..      | ..       | ..        | 3 41    | ..        | 6 9      | ..       | ..      | ..      |                                                |
| 6½    | Newton Road.....                 | ..         | ..      | 6 19     | ..      | ..       | ..      | ..       | ..        | 3 53    | ..        | 6 19     | ..       | ..      | ..      |                                                |
| 9½    | Walsall.....                     | ..         | ..      | 6 29     | ..      | 11 37    | ..      | 1 54     | ..        | 4 4     | 4 39      | 6 29     | 7 49     | 11 37   | ..      |                                                |
| 12    | Willenhall.....                  | ..         | ..      | 6 38     | ..      | ..       | ..      | ..       | ..        | 4 14    | ..        | 6 38     | ..       | ..      | ..      |                                                |
| 14½   | <b>Wolverhampton</b>             | 1 45       | ..      | 6 47     | ..      | 11 52    | ..      | 2 9      | 2 50      | 4 24    | 4 52      | 6 47     | 8 5      | 11 52   | ..      |                                                |
| 20    | Four Ashes.....                  | ..         | ..      | 7 2      | ..      | ..       | ..      | ..       | ..        | 4 43    | ..        | 7 2      | ..       | ..      | ..      |                                                |
| 21½   | Spread Eagle.....                | ..         | ..      | 7 10     | ..      | ..       | ..      | ..       | ..        | 4 51    | ..        | 7 10     | ..       | ..      | ..      |                                                |
| 24    | Penkridge.....                   | ..         | ..      | 7 19     | ..      | ..       | ..      | ..       | ..        | 5 0     | 5 16      | 7 19     | ..       | ..      | ..      |                                                |
| 29½   | <b>Stafford</b>                  | 2 17       | ..      | 7 32     | ..      | 12 17    | ..      | 2 41     | 3 22      | 5 17    | 5 31      | 7 31     | 8 30     | 12 17   | ..      | Nos. 1 and 3 on week-days run also on Sundays. |
| 35    | Norton Bridge.....               | ..         | ..      | 7 51     | ..      | ..       | ..      | 2 59     | ..        | 5 55    | ..        | 7 50     | 9 8      | 12 55   | ..      |                                                |
| 43½   | <b>Whitmore</b> .....            | 2 55       | ..      | 8 16     | ..      | 12 55    | ..      | 3 24     | 4 0       | 6 32    | 6 9       | 8 13     | ..       | ..      | ..      |                                                |
| 46    | Madeley.....                     | ..         | ..      | 8 27     | ..      | ..       | ..      | ..       | ..        | 6 45    | ..        | 8 23     | ..       | ..      | ..      |                                                |
| 51½   | Basford.....                     | ..         | ..      | 8 41     | ..      | ..       | ..      | ..       | ..        | 7 31    | ..        | 8 36     | ..       | ..      | ..      |                                                |
|       | <b>Chester, departure</b>        | ..         | ..      | 7 0      | 10 30   | 11 30    | ..      | ..       | ..        | ..      | 5 15      | ..       | ..       | ..      | ..      |                                                |
| 51    | <b>Crewe</b> .....               | 3 20       | 7 30    | 8 50     | 11 30   | 1 20     | ..      | 3 50     | 4 25      | 8 45    | 6 35      | 8 45     | 9 35     | 1 20    | 0 16 0  |                                                |
| 58½   | <b>Sandbach</b> .....            | 3 32       | 7 45    | 9 4      | 11 45   | 1 32     | ..      | 4 3      | 4 38      | 9 0     | 6 49      | 9 0      | 9 50     | 1 35    | 0 16 6  |                                                |
| 62½   | <b>H. Chap.</b> (Congleton)      | 3 42       | 7 57    | 9 16     | 11 55   | 1 40     | ..      | 4 15     | 4 47      | 9 11    | 6 59      | 9 11     | 8 30     | 1 40    | 0 18 0  |                                                |
| 68    | <b>Chelford</b> , (Macclesfield) | 3 54       | 8 13    | 9 32     | 12 10   | 1 52     | 3 25    | 4 30     | 5 0       | 9 28    | 7 14      | 9 28     | 8 40     | 10 15   | 0 2     |                                                |
| 71½   | Altonney & Knutsford             | ..         | 8 23    | 9 42     | 12 20   | ..       | 3 35    | 4 40     | ..        | 9 39    | 7 24      | 9 39     | 8 45     | 10 25   | 2 10    |                                                |
| 73    | Wilmslow.....                    | ..         | 8 29    | 9 47     | 12 25   | ..       | 3 40    | ..       | ..        | 9 44    | 7 29      | 9 44     | 8 50     | 10 30   | 2 15    |                                                |
| 74½   | Handforth.....                   | ..         | 8 34    | 9 52     | 12 30   | ..       | 3 45    | ..       | ..        | 9 50    | 7 34      | 9 50     | 8 55     | 10 35   | 2 20    |                                                |
| 76½   | Cheadle.....                     | ..         | 8 39    | 9 57     | 12 35   | ..       | 3 50    | ..       | ..        | 9 55    | 7 39      | 9 55     | 9 10     | 10 40   | 2 25    |                                                |
| 79½   | <b>Stockport</b>                 | 4 20       | 8 49    | 10 8     | 12 45   | 2 20     | 4 0     | 5 5      | 5 28      | 10 7    | 7 49      | 10 7     | 9 10     | 10 50   | 2 35    |                                                |
| 82    | Levenshulme.....                 | ..         | 8 56    | 10 16    | 12 52   | ..       | 4 10    | ..       | ..        | 10 15   | 7 56      | 10 15    | 10       | 10 57   | 2 42    |                                                |
| 83½   | Lonsight.....                    | ..         | 9 0     | 10 20    | 12 55   | ..       | 4 15    | ..       | ..        | 10 18   | 7 59      | 10 18    | 10 15    | 11 0    | 2 45    |                                                |
| 85    | <b>Manchester arr.</b>           | 4 39       | 5 10    | 25 1     | 0       | 2 35     | 4 20    | 5 20     | 5 45      | 10 25   | 8 5       | 10 25    | 9 20     | 11 5    | 2 50    | 1 2 6                                          |

The stations for loading and unloading carriages and horses are Manchester, Stockport, Chelford, Holmes Chapel Sandbach, and Crewe, and the principal stations on the Grand Junction line, where carriage trucks and horse boxes may be procured by giving one day's previous notice at the station where required.

Children above 2, and under 10 years of age, half-price.

**On Sundays**, an extra train leaves Chelford for Manchester at 7 30 p.m.

### Fares From Birmingham.

| 4      | 1      | 2      | 2½ p.m. |
|--------|--------|--------|---------|
| Inside | Class. | Class. | train.  |
| 0 16 0 | 0 14 6 | 0 11 6 | 0 4 11  |
| 0 16 6 | 0 15 0 | 0 12 0 | 0 5 3   |
| 0 18 0 | 0 16 6 | 0 13 0 | 0 5 8   |
| ..     | 0 17 6 | 0 15 0 | 0 6 0   |
| ..     | 0 18 0 | 0 14 0 | 0 6 1   |
| ..     | 0 18 0 | 0 14 0 | 0 6 3   |
| ..     | 0 19 0 | 0 14 6 | 0 6 5   |
| 1 1 0  | 0 19 6 | 0 15 0 | 0 6 8   |
| ..     | 1 1 0  | 0 16 0 | 0 6 10  |
| ..     | 1 1 0  | 0 16 0 | 0 6 11  |
| 1 2 6  | 1 0 0  | 0 16 0 | 0 7 1   |

No. 1—First and Second Class from Birmingham, (Second Class Passengers changing Carriages at Crewe.)—No. 2—First, Second, and Third Class from Crewe, and the intermediate Stations to Manchester.—No. 3—First and Second Class from Birmingham and Chester, (without change of Carriage) First, Second, and Third Class from Sandbach and the intermediate Stations to Manchester.—No. 4—First, Second, and Third Class from Chester and all Stations between Crewe and Manchester.—No. 5—First and Second Class from Birmingham and Chester, and First and Second Class from Sandbach and intermediate First Class Stations, (Passengers from Chester changing Carriages at Crewe.)—No. 6—First, Second, and Third Class from Chelford to Manchester and intermediate Stations.—No. 7—First and Second Class from Birmingham and intermediate First Class Stations.—No. 8—First Class from Birmingham, First and Second from Sandbach, Holmes Chapel, and Chelford.—No. 9—Third Class from Birmingham and all intermediate Stations to Manchester.—No. 10—First and Second Class from Birmingham and intermediate Stations, First, Second, and Third Class from Chester, (without change of Carriage) Crewe and all intermediate Stations to Manchester.—No. 11—First and Second Class from Birmingham and Third Class from all stations between Crewe and Manchester.—**Sundays**—No. 1—First and Second Class from Birmingham and the principal Stations on the Grand Junction Line, and intermediate Stations to Manchester.—No. 2—First, Second, and Third Class from Birmingham and the principal Stations on the Grand Junction Line, and intermediate Stations to Manchester.—No. 3—First, Second, and Third Class from Birmingham and the principal Stations on the Grand Junction Line, and intermediate Stations to Manchester.—No. 4—1st & 2nd Class from Birmingham, and First, Second, and Third Class from Crewe and all intermediate Stations.—No. 5—First and Second Class from Birmingham and the principal Stations on the Grand Junction Line, and First, Second, and Third Class from Sandbach and the intermediate Stations to Manchester.



|        |                               | Week Days. |       |       |       |       |      |       |       |      |       | Sundays. |       |       |      |                | Fares.   |          |          |  |
|--------|-------------------------------|------------|-------|-------|-------|-------|------|-------|-------|------|-------|----------|-------|-------|------|----------------|----------|----------|----------|--|
| Miles. | Stations.                     | 1          | 2     | 3     | 4     | 5     | 6    | 7     | 8     | 9    | 10    | 2        | 3     | 4     | 5.   | 9½ a.m. train. | 1st Clas | 2nd Clas | 3rd Clas |  |
| —      | Trains leave London-road      | a.m.       | a.m.  | a.m.  | a.m.  | a.m.  | p.m. | p.m.  | p.m.  | p.m. | p.m.  | a.m.     | a.m.  | a.m.  | p.m. | s. d.          | s. d.    | s. d.    | s. d.    |  |
| 12     | <b>Manchester, (depart)</b>   | 6 35       | 7 30  | 8 30  | 10 0  | 11 30 | 1 30 | 1 55  | 2 20  | 6 30 | 8 45  | 9 20     | 9 30  | 11 30 | 6 15 | ..             | 0 4      | 0 3      | 0 2      |  |
| 3      | Longsight .....               | 6 40       | 7 35  | ..    | 10 5  | ..    | 1 35 | ..    | 5 27  | 6 35 | ..    | ..       | 9 35  | ..    | 6 20 | ..             | 0 8      | 0 6      | 0 4      |  |
| 5      | Levenshulme .....             | 6 44       | 7 38  | ..    | 10 8  | ..    | 1 38 | ..    | 5 32  | 6 38 | ..    | ..       | 9 38  | ..    | 6 23 | ..             | 0 8      | 0 6      | 0 4      |  |
| 5½     | <b>Stockport</b> .....        | 6 52       | 7 45  | 9 43  | 10 15 | 11 42 | 1 45 | 2 7   | 5 40  | 6 45 | 9 0   | 9 34     | 9 45  | 11 42 | 6 30 | 1 3            | 1 0      | 0 9      | 0 6      |  |
| 8½     | Cheadle .....                 | 7 3        | 7 55  | ..    | 10 25 | ..    | 1 55 | ..    | 5 50  | 6 55 | ..    | ..       | 9 55  | ..    | 6 40 | ..             | 1 6      | 1 0      | 0 9      |  |
| 10½    | Handforth .....               | 7 8        | 8 0   | ..    | 10 30 | ..    | 2 0  | ..    | 5 57  | 7 0  | ..    | ..       | 10 0  | ..    | 6 45 | ..             | 2 0      | 1 6      | 1 0      |  |
| 12     | Wilmslow .....                | 7 14       | 8 5   | ..    | 10 35 | ..    | 2 5  | ..    | 6 3   | 7 5  | ..    | ..       | 10 5  | ..    | 6 45 | ..             | 2 0      | 1 6      | 1 0      |  |
| 13½    | Alderley [ & Knutsford        | 7 20       | 8 10  | ..    | 10 40 | 11 58 | 2 10 | ..    | 6 12  | 7 10 | ..    | 9 58     | 10 10 | 11 58 | 6 50 | ..             | 2 6      | 1 6      | 1 0      |  |
| 17     | <b>Chelford, (Macclesfld.</b> | 7 32       | 8 20  | 10 7  | 10 50 | 12 8  | 2 20 | 2 35  | 6 24  | 7 20 | 9 24  | 10 7     | 10 20 | 12 8  | 7 5  | 3 0            | 3 0      | 2 0      | 1 3      |  |
| 22½    | <b>H. Chapel, Congleton.</b>  | 7 46       | 8 35  | 10 18 | 11 5  | 12 19 | ..   | 2 45  | 6 40  | 7 35 | 9 37  | 10 17    | 10 30 | 12 19 | ..   | 4 0            | 4 0      | 2 6      | 1 6      |  |
| 26½    | <b>Sandbach</b> .....         | 7 56       | 8 45  | 10 26 | 11 15 | 12 28 | ..   | 2 55  | 6 53  | 7 45 | 9 48  | 10 25    | 10 38 | 12 28 | ..   | 5 0            | 5 0      | 3 6      | 2 0      |  |
| 31     | <b>Crewe, arrival</b> .....   | 8 10       | 9 0   | 10 40 | 11 30 | 12 40 | ..   | 3 5   | 7 10  | 8 0  | 10 0  | 10 38    | 10 50 | 12 40 | ..   | 8 0            | 8 0      | 5 6      | 2 7      |  |
| 52     | <b>Chester arrival</b> .....  | ..         | 10 6  | ..    | 12 36 | 2 41  | ..   | ..    | 8 21  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 8 6      | 6 0      | 4 0      |  |
| 33½    | Basford .....                 | 8 37       | 10 20 | ..    | ..    | ..    | ..   | ..    | 7 37  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 9 0      | 6 0      | 2 10     |  |
| 39     | Madeley .....                 | 8 57       | 10 48 | ..    | ..    | ..    | ..   | ..    | 7 57  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 10 0     | 7 0      | 3 3      |  |
| 41½    | <b>Whitmore</b> .....         | 9 6        | 11 37 | 11 23 | ..    | 1 27  | ..   | 3 44  | 8 4   | ..   | 10 42 | 11 23    | ..    | 1 27  | ..   | ..             | 10 6     | 7 6      | 3 6      |  |
| 50     | Norton Bridge .....           | 9 28       | 12 0  | ..    | ..    | ..    | ..   | 4 4   | 8 29  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 12 6     | 9 0      | 4 2      |  |
| 55½    | <b>Stafford</b> .....         | 9 44       | 12 16 | 11 56 | ..    | 1 57  | ..   | 4 21  | 8 47  | ..   | 11 12 | 11 56    | ..    | 1 57  | ..   | ..             | 14 6     | 10 0     | 4 8      |  |
| 61     | Penkridge .....               | 10 1       | 12 32 | ..    | ..    | ..    | ..   | ..    | 9 4   | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 15 6     | 11 0     | 5 1      |  |
| 63½    | Spread Eagle .....            | 10 10      | 12 40 | ..    | ..    | ..    | ..   | ..    | 9 13  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 16 6     | 11 6     | 5 4      |  |
| 65     | Four Ashes .....              | 10 17      | 12 47 | ..    | ..    | ..    | ..   | ..    | 9 20  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 17 0     | 12 0     | 5 5      |  |
| 70½    | <b>Wolverhampton</b> .....    | 10 35      | 1 2   | 12 32 | ..    | 2 36  | ..   | 4 57  | 9 38  | ..   | 11 51 | 12 32    | ..    | 2 36  | ..   | 19 0           | 17 6     | 13 0     | 5 11     |  |
| 73     | Willenhall .....              | 10 46      | 1 13  | ..    | ..    | ..    | ..   | ..    | 9 47  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 18 0     | 13 6     | 6 1      |  |
| 75½    | <b>Walsall</b> .....          | 10 55      | 1 22  | ..    | ..    | ..    | ..   | 5 12  | 9 56  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 18 6     | 14 0     | 6 4      |  |
| 78½    | Newton Road .....             | 11 5       | 1 31  | ..    | ..    | ..    | ..   | ..    | 10 6  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 19 0     | 14 6     | 7        |  |
| 84½    | Perry Bar .....               | 11 17      | 1 44  | ..    | ..    | ..    | ..   | ..    | 10 10 | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 20 6     | 15 0     | 6 10     |  |
| 85     | <b>Birmingham arrival</b>     | 11 36      | 2 0   | 1 15  | ..    | 3 20  | ..   | 5 45  | 10 38 | ..   | 12 36 | 1 15     | ..    | 3 20  | ..   | 22 6           | 21 0     | 16 0     | 7 1      |  |
|        | Departure                     | 12 0       | 2 50  | 1 30  | ..    | 4 15  | ..   | 6 0   | ..    | ..   | 12 55 | 1 30     | ..    | ..    | ..   | ..             | ..       | ..       | ..       |  |
| 197½   | <b>LONDON arrival</b> .....   | 5 15       | 9 45  | 6 0   | ..    | 8 45  | ..   | 10 30 | ..    | ..   | 5 32  | 6 0      | ..    | ..    | ..   | 52 6           | 48 0     | 34 0     | 16 6     |  |

\* **First Class passengers booked through from Manchester to LONDON by the trains marked thus \***  
 No. 1, 1st and 2nd class to Birmingham and intermediate stations, and to all stations between Manchester and Crewe, and from all those stations to Birmingham and the first class stations on the Grand Junction line, 3rd class between Manchester & Sandbach. No. 2, 1st and 2nd class to Chester (without change of Carriage,) & 1st, 2nd & 3rd class to all stations between Manchr. & Crewe; also 3rd class to Birmingham & all intermediate stations. No. 3, 1st class to Birmingham, 1st & 2nd to Stockport, Chelford, and H. Chapel. No. 4, 1st, 2nd, and 3rd class to Chester, and all intermediate stations. No. 5, 1st and 2nd class to Birmingham & Chester, (Passengers for Chester changing Carriages at Crewe,) & 1st & 2nd class to Sandbach and intermediate 1st class stations; also to Alderley. No. 6, 1st, 2nd, and 3rd class to Chelford and intermediate stations; leaves Manchester at 2 5 p.m. on Saturdays. No. 7, 1st & 2nd class to Birmingham, & intermediate 1st class stations. No. 8, 1st & 2nd class to Birmingham, & 1st, 2nd, & 3rd class to Chester, & all intermediate stations. No. 9, 1st, 2nd, & 3rd class to Crewe & intermediate stations. No. 10, 1st & 2nd class to Birmingham & intermediate 1st class stations. **On Sundays.**—No. 2, 1st & 2nd class to Birmingham & 1st class sta. on Grand Junc. line, & 1st & 2nd to Alderley & the principal sta. between Manchester & Crewe. Nos. 1, 3 & 5, 1st, 2nd, & 3rd cls. to Chelford & intermediate sta.. Nos. 4 & 6, 1st & 2nd class to Birmingham & 1st class stations on the Grand Junction line, & 1st, 2nd, & 3rd class to the 1st class stations between Manchester & Sandbach. Horses & Carriages not booked through.

(OVER.)

**From Manchester to Chester.—52 Miles.**

Passengers and Parcels booked through. Week days—7 30 & 10 a.m., without change of carriage; 11 30 a.m., changing car. at Crewe, & proceeding from that Station at 1 20 p.m. & 5 20 p.m. without changing.

**From Chester to Manchester.**

At 7 & 10½ a.m. and 5 15 p.m. first and second class, and 12 noon, first class.

**From Manchester to Stockport.**

At \*6 35, 7½, 9, \*9 30, 10, 10½, & 11½ a.m.; 12½, 1½, \*1 55, 3½, 4½, \*5 20, 5½, 6½, 8, & \*8 45 p.m.

Sundays, 7½, 8, \*9 20, \*9½, & \*11½ a.m.; 2½, 6, \*6½, 7½, \*8 45 & 9 p.m.

These trs. stop at Longsight, Levenshulme, & Heaton Norris, to take up or set down pssrsng. when required, except those marked thus \*. To the Luggage Train leaving Manchester every night (Sunday excepted) about 11 o'clock, is attached a Second class carriage, by which passengers may be booked (from Manchester only) to Heaton Norris.—Fare 1s.

**From Stockport to Manchester.**

At \*4 20, 8, 8 49, 9½, \*10 8, 11, & 12, a.m.; \*12½, 1, \*2 20, 3, 4, 5, \*5 5, \*5 28, 6½, \*7 49, 8½, & \*10 7 p.m.

Sundays, \*4 20, 7½, 9, \*9 5, & \*10 50 a.m.; 1½, \*2 35, 6½, \*5 40, 7, \*8 5, & 8½.

**RATES FOR HORSES & CARRIAGES**

| FROM<br>MANCHESTER<br>TO | Horses.                           |       |       |       |       |       | Carria-<br>ges. | Exces<br>Lug. p. lb | Dogs<br>each. |
|--------------------------|-----------------------------------|-------|-------|-------|-------|-------|-----------------|---------------------|---------------|
|                          | 1 property<br>and in<br>same box. |       |       |       |       |       |                 |                     |               |
|                          | 1                                 | 2     | 3     |       |       |       |                 |                     |               |
|                          | s. d.                             | s. d. | s. d. | s. d. | s. d. | s. d. | d.              | s. d.               |               |
| STOCKPORT ....           | 5 0                               | 10 0  | 15 0  |       | 7 0   |       | 0 4             | 0 3                 |               |
| CHELFORD .....           | 6 0                               | 12 0  | 18 0  |       | 8 0   |       | 0 6             | 0 6                 |               |
| HOLMES CHAPL. ....       | 6 6                               | 13 0  | 19 6  |       | 10 0  |       | 0 4             | 0 9                 |               |
| SANDBACH .....           | 7 0                               | 14 0  | 21 0  |       | 11 0  |       | 0 6             | 0 6                 |               |
| CREWE .....              | 7 6                               | 15 0  | 22 6  |       | 12 0  |       | 0 6             | 1 0                 |               |
| CHESTER .....            | 13 0                              | 25 0  | 39 0  |       | 19 0  |       | 0 4             | 1 6                 |               |
| WHITMORE .....           | 12 6                              | 25 0  | 37 6  |       | 22 0  |       | 1 2             | 2 0                 |               |
| STAFFORD .....           | 14 0                              | 28 0  | 42 0  |       | 22 0  |       | 0 6             | 0 6                 |               |
| WOLVERHAMPT. ....        | 17 6                              | 35 0  | 52 6  |       | 25 6  |       | 0 6             | 3 0                 |               |
| BIRMINGHAM .....         | 21 0                              | 42 0  | 63 0  |       | 30 0  |       | 0 6             | 0 6                 |               |
| LONDON .....             | 66 0                              | 127 s | 178s  |       | 70 0  |       | 2 2             | 7 0                 |               |

**Trains in conjunction with Coaches and Omnibuses to and from Macclesfield, Congleton, Knutsford, &c.**

|              | From Man-<br>chester to<br>Macclesfield<br>(Chelford<br>Station.) | From<br>Macclesfield<br>by coach to<br>Chelford<br>Station. | From Man-<br>chester to<br>Knutsford.<br>(Chelford<br>Station.) | From<br>Knutsford.<br>by omnibus<br>to Chelford<br>Station. | From Man-<br>chester to<br>Holmes<br>Chapel Sta. | From Co n-<br>gleton, by<br>omnibus to<br>HolmesChap-<br>el Station. |
|--------------|-------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|----------------------------------------------------------------------|
| Week<br>Days | 7 30 a.m.                                                         | 7 0 a.m.                                                    | 6 35 a.m.                                                       | 6 30 a.m.                                                   | 9 30 a.m.                                        | 8 12 a.m.                                                            |
|              | 9 30 ..                                                           | 8½ & 11 a.m.                                                | 9 30 ..                                                         | 8 45 ..                                                     | 5 20 p.m.                                        | 3 38 p.m.                                                            |
|              | 11 30 ..                                                          | 2 15 p.m.                                                   | 1 30 p.m.                                                       | 1 0 p.m.                                                    | ....                                             | ....                                                                 |
|              | 1 30 p.m.                                                         | 4 0 ..                                                      | 5 20 ..                                                         | 4 0 ..                                                      | ....                                             | ....                                                                 |
|              | 5 20 & 6 30                                                       | 6 15 ..                                                     | ....                                                            | ....                                                        | ....                                             | ....                                                                 |
| Sun-<br>days | 7½ & 9½ a.m.                                                      | 7½ & 9 a.m.                                                 | 9 30 a.m.                                                       | 7 45 a.m.                                                   | ....                                             | ....                                                                 |
|              | 6 15 p.m.                                                         | 4 & 6½ p.m.                                                 | 6 15 p.m.                                                       | 4 10 p.m.                                                   | ....                                             | ....                                                                 |

**PASSENGER FARES between Manchester, Macclesfield, Knutsford, and Congleton.**

|                                                              | Macclesfield. |       |       | Knutsford. |       |       | Congleton. |       |       |
|--------------------------------------------------------------|---------------|-------|-------|------------|-------|-------|------------|-------|-------|
|                                                              | 1 cl.         | 2 cl. | 3 cl. | 1 cl.      | 2 cl. | 3 cl. | 1 cl.      | 2 cl. | 3 cl. |
|                                                              | s. d.         | s. d. | s. d. | s. d.      | s. d. | s. d. | s. d.      | s. d. | s. d. |
| By Single Ticket, to & from Manchester                       | 3 6           | 2 6   | 0 3   | 6 2        | 0 1   | 6 5   | 0 3        | 6 2   | 0 0   |
| By Double Ticket to Manchester and back (returning same day) |               |       |       |            |       |       |            |       |       |

**Passengers for WORCESTER, CHELTENHAM, GLOUCESTER, and the SOUTH-WEST,**

Leaving Manchester by any of the Week-Day THROUGH TRAINS, and by the 8 45 p.m. Train on Sundays, will be able to proceed from Birmingham by the Birmingham and Gloucester Railway.

Coaches leave Cheltenham at 2 & 7 p.m. for Oxford, immediately on the arrival of the 11 45 a.m. and 4 15 p.m. Trains from Birmingham.—Fares, inside, 10s.; outside, 5s.



**Preston to Liverpool, Manchester, or Wigan.**

Via Parkside,

Mixed 8, and 10 20 a.m.; 2 20, 4 30, and 7 53 p.m. mail;  
6 a.m. and 6 p.m. third class.**Sunday Trains**—7 2 a.m., 4 25, and 7 53 p.m. mixed;  
5 p.m. third class.**Liverpool to Wigan or Preston.**Mixed 8 a.m., 2 15, and 7 45 p.m.; first class mixed, 10 15 a.m.  
and \*4 30 p.m.; third class, 6 45 a.m., and 6 30 p.m.**Sunday Trains**—8 a.m. and 7 45 p.m. mixed, \*4 45 1st class,  
and 5 30 p.m. third class.**Manchester to Wigan or Preston.** Via Parkside.  
From the Victoria Station.Mixed 8 1/2 a.m., 2 30 and 8 20 p.m.; 1st class mixed, 10 30 a.m.  
and \*4 45 p.m.; 3rd class, 6 30 a.m. and 6 30 p.m.**Sunday Trains**—8 1/2 a.m., and 8 20 p.m. mixed; \*5 p.m.  
1st class mixed; 5 30 p.m. 3rd class.\* These trains being under the direction of the Post Office, after passing  
Parkside, can only stop at Wigan, Euxton, and Leyland.**From Wigan to Liverpool, Manchester, &c.**

At 7, 8 1/2, and 10 50 a.m.; 2 50, 5, 7, and 8 20 p.m.

On Sundays, 8 20 a.m.; 5, 6, &amp; 8 20 p.m.

**From Preston to Chorley, Bolton, and Manchester.**  
Via Bolton.

8 5 and 10 25 a.m. 2 25, and 8 p.m. mixed and 3rd class.

**On Sundays**—8 a.m. and 8 p.m. mixed.**From Manchester to Chorley, Preston, &c.**

8 15 and 10 30 a.m., 2 30 and 4 55 p.m. mixed.

**On Sundays**—8 0 a.m. and 4 50 p.m. mixed.**From Bolton to Preston, Chorley, &c.**

8 45 and 11 a.m. 3, and 5 30 p.m. mixed and 3rd class.

**On Sundays**—8 30 a.m. and 5 30 p.m. mixed.**Preston to Birmingham and London.**In same carriages \*10 20 a.m. and \*7 53 p.m. mail. Changing  
carriages \*5 3 27 a.m. mail.A mixed train to Birmingham only at \*2 20, changing carriages at  
Newton Junction.

Fare.—First class, 26s 6d; second class, 19s 6d.

**On Sundays** the Mail only will run, namely, from Preston, 3 27  
a.m. & 7 53 p.m.**London to Preston.**Changing carriages at \*6 15 a.m.; in private carriages only at  
8 35 a.m.; in the same carriage 10 a.m. mail, and \*8 35 p.m. mail.**From Birmingham** in the same carriage at \*1 10 a.m. and  
\*2 1/4 p.m., changing carriages at \*1 1 1/4 a.m.† These trains will take private carriages and horse boxes, the others  
cannot do so. \* Second class carriages accompany these trains.**Lancaster to Preston,  
Liverpool, & Manchester.**2 30 a.m. .... first class  
6 50 " .. first & second class  
7 20 " .... third class (slow)  
9 15 " ..... first class  
1 10 p.m. .. first & second class  
3 15 " .. first & second class  
6 55 " .. first class**Preston to Lancaster.**5 25 a.m. .. first & second class  
9 0 " .. third class (slow)  
9 45 " .. first & second class  
12 0 p.m. .. first class  
4 0 " .. first & second class  
6 45 " .. first & second class  
9 30 " .. first & second class**Manchester to Lancaster.**

Victoria station—changing carr.

4 0 a.m. .. first class  
8 15 a.m. .. first & Second Class  
10 30 p.m. .. first class  
2 30 " .. first & second class  
4 45 " .. first & second class  
3 20 " .. first & second class

New Bailey-street station.

8 15 a.m. .. first & second class  
10 30 " .. first class  
2 30 p.m. .. first & second class  
4 55 " .. first & second class  
In same carriage.**Liverpool to Lancaster.**8 0 a.m. .. first & second class  
10 15 " .. first class2 15 p.m. .. first & second class  
4 30 " .. first & second class  
7 45 " .. first & second class

Private carriages and horses will be taken by any of the above trains.

During the summer a Coach leaves Lancaster at 3 1/4 p.m. direct for  
Ambleside, Keswick, and the LAKES, and returns in time for the 1 10 p.m.  
train from Lancaster.**Lancaster to London.**—In the same carriage at 9 15 a.m.,  
and 6 55 p.m. mail; changing carriages, 2 1/2 a.m. mail, & 1 10 p.m.**London to Lancaster.**—In the same carriage at 10\* a.m.  
mail, & 8 1/2 p.m. mail & 2nd class; changing carriages, 6 & 9 a.m.**Lancaster to Birmingham.**—In same car. 9 15 a.m. 1st  
cl. & 6 55 p.m. mail & 2nd cl.; chang. car. 2 1/2 a.m. ml. & 1 10 p.m.**Birmingham to Lancaster.**—In same car. 1 10\* a.m. mail  
& 2nd class, & 2 1/2 p.m. mail; changing carriages, at 6 & 11 15 a.m.The trains marked thus \* cannot take Private Carriages and Horses to or  
from Birmingham or London.On Sundays the Mail & Third Class trains only will run; the Third Class at  
6 50 a.m. from Lancaster, and 8 30 a.m. from Preston.**FARES.**—To or from London, 1st class, 59s.; second class, 41s.  
To or from Birmingham, first class, 32s.; second class, 23s. To  
or from Liverpool first class, 13s.; second class 8s. 6d. To or from  
Manchester, via Bolton, first class, 13s.; second class, 8s., (via  
Parkside, 8s. 6d.) To or from Preston, 1st class, 5s. 6d.; second  
class 3s. 6d., third class one penny per mile.**Swift Packet Boats, in connexion with the Rail-  
way Trains, sail**From Lancaster to Kendal 12 20 p.m. From Kendal to Lanc. 8 1/2 a.m.  
The Packets from Lancaster will sail for Kendal on arrival of the Railway trns.**FARE.**—Between Lancaster and Kendal, 1st Cabin 3s.; 2nd Cabin 2s.  
The Packets are warmed in cold weather.

| Miles. | DOWN<br>TRAINS.    | 1, 2, 3<br>Cls. | 1 & 2<br>Class | 1 & 2<br>Class | 1 & 2<br>Cls. | 1, 2, 3<br>Cls. | 1 & 2<br>Cls. | 1 & 2<br>Cls. | 1 & 2<br>Cls. | Mail<br>p.m. |
|--------|--------------------|-----------------|----------------|----------------|---------------|-----------------|---------------|---------------|---------------|--------------|
| —      | Depart from        | a.m.            | a.m.           | a.m.           | Mail<br>a.m.  | a.m.            | p.m.          | p.m.          | p.m.          |              |
| —      | <b>London</b>      | 6 15            | 9 0            | 9 30           | 11 0          | 1 0             | 5 30          | 9 0           |               |              |
| —      | <b>Birming.</b>    | 8 30            | 10 0           | ..             | 1 30          | 4 15            | 6 30          | ..            |               |              |
| —      | <b>Coventry</b>    | 9 12            | 10 40          | ..             | 2 10          | 4 55            | 7 19          | ..            |               |              |
| —      | <b>Rugby</b>       | 6 45            | 9 45           | 12 5           | 1 0           | 2 40            | 5 30          | 8 50          | 12 0          |              |
| 7½     | Ullesthorpe        | 7 0             | 10 0           | ..             | 1 20          | 3 05            | 4 55          | 9 10          | 12 15         |              |
| 11     | Broughton          | 7 10            | 10 8           | ..             | ..            | 3 10            | ..            | ..            | ..            |              |
| 16½    | Wigston            | 7 20            | ..             | ..             | ..            | 3 25            | ..            | ..            | ..            |              |
| 20     | Leicester          | 7 40            | 10 40          | 12 45          | 1 45          | 3 40            | 6 20          | 9 45          | 12 45         |              |
| 24½    | Syston             | 7 50            | 10 50          | ..             | 1 55          | 3 50            | 6 30          | 9 55          | 12 53         |              |
| 27½    | Sileby             | 7 55            | 11 0           | ..             | ..            | 4 06            | 40            | ..            | ..            |              |
| 30     | Barrow             | 8 0             | ..             | ..             | ..            | 4 10            | 50            | ..            | ..            |              |
| 32½    | Loughboro'         | 8 10            | 11 15          | ..             | 2 15          | 4 20            | 7 0           | 10 15         | 1 15          |              |
| 37½    | Kegworth           | 8 25            | 11 25          | ..             | 2 30          | 4 30            | 7 10          | 10 25         | ..            |              |
| 41½    | Long-Eaton         | 8 58            | 11 35          | ..             | ..            | 4 40            | 7 20          | ..            | ..            |              |
| 44½    | Beeston            | 9 7             | 11 43          | ..             | ..            | 4 50            | 7 40          | ..            | ..            |              |
| —      | Arrive at          |                 |                |                |               |                 |               |               |               |              |
| 47½    | Nottingham         | 9 15            | 12 0           | ..             | 3 10          | 5 10            | 8 0           | 11 5          | 6 55          |              |
| 42½    | Sawley             | 8 40            | ..             | ..             | ..            | 4 50            | 7 30          | ..            | ..            |              |
| 45½    | Borrowwash         | 8 50            | ..             | ..             | ..            | 5 0             | 7 40          | ..            | ..            |              |
| 49½    | <b>Derby</b>       | 9 10            | 12 0           | 1 45           | 3 10          | 5 10            | 8 0           | 11 5          | 2 10          |              |
| 94½    | <b>Sheffid arr</b> | 11 30           | 2 30           | 3 50           | 5 45          | 8 20            | ..            | ..            | 4 40          |              |
| 122    | Leeds              | 1 0             | 3 45           | 5 06           | 55            | 9 50            | ..            | ..            | 5 53          |              |
| 136½   | York               | 1 30            | 5 35           | 5 35           | 7 30          | ..              | ..            | ..            | 6 25          |              |
| —      | Newcastle          | 5 40            | 9 15           | 9 15           | 11 30         | ..              | ..            | ..            | 10 50         |              |
| 181½   | Hull               | 4 5             | ..             | ..             | 9 15          | ..              | ..            | ..            | 8 5           |              |
| 160½   | <b>Manchest.</b>   | 4 30            | 8 0            | ..             | 9 10          | ..              | ..            | ..            | 8 30          |              |

FARES. Nottingham to Leicester, 6s. 6d. and 4s. 6d.; Derby to Leicester, 7s. and 5s.; Nottingham to Loughborough, 4s. and 2s. 6d.

| NOTTINGHAM TO DERBY. |                  |               |                |                  |                |                  |                |                     |                  |
|----------------------|------------------|---------------|----------------|------------------|----------------|------------------|----------------|---------------------|------------------|
| SUNDAYS.             |                  |               |                |                  |                |                  |                |                     |                  |
| STATIONS.            | 1, 2, 4<br>class | 1 & 2<br>cls. | 1 & 2<br>class | 1, 2, 3<br>class | 1 & 4<br>class | 1, 2, 4<br>class | 1 & 2<br>class | 1, 2, 3, 4<br>class | 1, 2, 3<br>class |
| Depart from          | a.m.             | a.m.          | a.m.           | p.m.             | p.m.           | p.m.             | p.m.           | p.m.                | p.m.             |
| Nottingham           | 7 0              | 8 15          | 11 0           | 2 50             | 5 0            | 7 0              | 9 40           | 9 0                 | 3 15             |
| Beeston              | 7 9              | 8 20          | 11 9           | 2 57             | 5 5            | 7 9              | 9 9            | 8 24                | 3 15             |
| Long-Eaton           | 7 15             | ..            | 11 18          | 3 5              | 5 15           | 7 18             | ..             | 9 18                | 8 33             |
| Sawley               | 7 20             | ..            | 11 25          | 3 10             | 5 22           | 7 26             | ..             | 9 26                | 8 41             |
| Borrowwash           | 7 35             | ..            | 11 35          | 3 20             | 5 30           | 7 35             | ..             | 9 35                | 8 50             |
| Spondon              | ..               | ..            | 11 40          | ..               | 5 35           | 7 40             | ..             | 9 40                | 8 55             |
| Derby, Arr.          | 7 45             | 9 15          | 11 50          | 3 35             | 5 45           | 7 45             | 10 10          | 9 45                | 9 0              |

| DERBY TO NOTTINGHAM. |                |               |                |                |                  |                  |                     |                  |                  |
|----------------------|----------------|---------------|----------------|----------------|------------------|------------------|---------------------|------------------|------------------|
| SUNDAYS.             |                |               |                |                |                  |                  |                     |                  |                  |
| STATIONS.            | 1 & 2<br>class | 1 & 2<br>cls. | 1 & 2<br>class | 1 & 4<br>class | 1, 2, 4<br>class | 1, 2, 4<br>class | 1, 2, 3, 4<br>class | 1, 2, 3<br>class | 1, 2, 3<br>class |
| Depart from          | a.m.           | a.m.          | a.m.           | p.m.           | p.m.             | p.m.             | p.m.                | p.m.             | p.m.             |
| Derby                | 6 0            | 8 20          | 9 10           | 10 50          | 1 0              | 5 50             | 8 40                | 8 0              | 7 19             |
| Spondon              | ..             | ..            | 9 15           | ..             | 1 5              | 5 55             | ..                  | 8 5              | 7 15             |
| Borrowwash           | ..             | ..            | 9 20           | ..             | 1 11             | 6 1              | 8 53                | 8 11             | 7 20             |
| Sawley               | ..             | ..            | 9 30           | ..             | 1 20             | 6 10             | 9 0                 | 8 20             | 7 30             |
| Long Eaton           | ..             | ..            | 9 38           | ..             | 1 28             | 6 18             | 9 10                | 8 28             | 7 38             |
| Beeston              | ..             | ..            | 9 47           | ..             | 1 37             | 6 27             | 9 18                | 8 37             | 7 47             |
| Nottingham           | 6 40           | 9 15          | 10 0           | 12 0           | 1 45             | 6 35             | 9 25                | 8 45             | 7 55             |

Third class passengers cannot be booked to any of the intermediate stations by the No. 4 train from Nottingham to Derby, or the 2 30 p.m. train from Derby to Nottingham.

Extra Trains.—From Derby at 11 40 a.m. and 2 30 p.m., on week days.

| Miles. | UP<br>TRAINS.    | 1 & 2<br>Cls. | 1, 2, 3<br>Class | 1 & 2<br>Class | 12 & 3<br>Class | 1, 2,<br>3<br>Cls | 1 & 2<br>Class | 1, 2, 1<br>3Cls | 1, 2, 1<br>3Cls | 1 & 2<br>Class | Mail<br>p.m. |
|--------|------------------|---------------|------------------|----------------|-----------------|-------------------|----------------|-----------------|-----------------|----------------|--------------|
|        | Depart from      | p.m.          | a.m.             | a.m.           | a.m.            | a.m.              | a.m.           | p.m.            | p.m.            |                |              |
|        | <b>Manchest</b>  | ..            | ..               | ..             | ..              | 6 45              | 10 50          | 1 30            | 4 45            |                |              |
|        | Hull             | ..            | ..               | ..             | ..              | 8 20              | 11 10          | 1 40            | 4 55            |                |              |
|        | Newcastle..      | 10 50         | ..               | ..             | ..              | 5 45              | 8 45           | 10 30           | 2 0             |                |              |
|        | York.....        | 3 0           | ..               | 6 0            | 6 0             | 9 50              | 12 35          | 3 10            | 6 25            |                |              |
|        | Leeds            | 3 30          | ..               | 6 50           | 6 50            | 10 15             | 1 0            | 4 0             | 7 5             |                |              |
|        | <b>Sheffield</b> | ..            | ..               | 8 15           | 8 15            | 11 35             | 2 55           | 25              | 8 20            |                |              |
|        | <b>Derby</b>     | 7 10          | 8 20             | 10 50          | 11 40           | 2 15              | 4 45           | 8 15            | 11 0            |                |              |
| 4      | Borrowash        | ..            | 8 30             | ..             | 11 58           | ..                | ..             | 8 25            | ..              |                |              |
| 7      | Sawley....       | 7 20          | 8 40             | ..             | 12 10           | ..                | ..             | 8 35            | ..              |                |              |
|        | Nottingham       | 7 0           | 8 15             | 10 50          | 11 40           | 2 15              | 4 45           | 8 15            | 9 40            |                |              |
| 3      | Beeston          | ..            | 8 22             | ..             | 11 53           | ..                | ..             | 8 25            | ..              |                |              |
| 6      | Long Eaton       | ..            | 8 30             | ..             | 12 7            | ..                | ..             | 8 35            | ..              |                |              |
| 12     | Kegworth..       | ..            | 9 0              | 11 20          | 12 32           | 2 35              | 5 0            | 8 50            | ..              |                |              |
| 16½    | Loughbro'        | 7 40          | 9 17             | 11 35          | 12 53           | 2 50              | 5 15           | 9 2             | 11 30           |                |              |
| 19½    | Barrow....       | ..            | 9 28             | ..             | 1 8             | ..                | ..             | 9 13            | ..              |                |              |
| 21½    | Sileby           | ..            | 9 35             | 11 43          | 1 13            | ..                | ..             | 9 20            | ..              |                |              |
| 24½    | Syston....       | 8 0           | 9 43             | 11 50          | 1 30            | 3 10              | 5 40           | 9 30            | 11 45           |                |              |
| 29½    | Leicester..      | 8 30          | 10 0             | 12 10          | 2 0             | 3 30              | 6 0            | 9 45            | 12 15           |                |              |
| 32½    | Wigston          | ..            | 10 10            | ..             | 2 10            | ..                | ..             | 9 55            | ..              |                |              |
| 38½    | Broughton        | ..            | 10 25            | ..             | 2 35            | ..                | ..             | 10 0            | ..              |                |              |
| 41½    | Ullesthorp       | 8 50          | 10 35            | 12 49          | 2 50            | 4 0               | 6 30           | 10 15           | 12 25           |                |              |
|        | Arrival at       |               |                  |                |                 |                   |                |                 |                 |                |              |
| 49½    | <b>Rugby</b> ..  | 9 15          | 11 0             | 1 0            | 5 20            | 4 30              | 6 50           | 10 30           | 1 5             |                |              |
|        | Coventry..       | 10 2          | 12 9             | 2 52           | ..              | ..                | 9 15           | 12 0            | ..              |                |              |
|        | <b>Birming.</b>  | 10 50         | 1 10             | 3 40           | ..              | ..                | 10 0           | 12 50           | ..              |                |              |
| 132    | <b>London.</b>   | 1 0           | 2 45             | 5 15           | 10 0            | 0 8               | 10 30          | ..              | 4 45            |                |              |

On Sundays—From Rugby, 12 mail, and 7½ a.m.; 1 and 6 p.m. From Derby, 7, 10 a.m. mail, 12½, 7, and 11 p.m. mail.

The 6, 8, 20, and 11 40 a.m. trains from Derby are in connexion at Nottingham with coaches to Newark, Lincoln, & Mansfield, also No. 3 to Mansfield, Worksop, Retford, Tickville, & Doncaster.

The 11 40 a.m. train from Derby is in connexion at Nottingham with a coach to Ollerton, Retford, and Gainsborough.



| Mls.   | UP TRAINS.<br>STATIONS  | Derby to Birmingham<br>and London. |       |       |      |      |       |        | Sundays.<br>8 | DOWN TRNS.<br>STATIONS. | London & Birmingham<br>to Derby. |      |       |       |      |      | Sundays. |       |       |
|--------|-------------------------|------------------------------------|-------|-------|------|------|-------|--------|---------------|-------------------------|----------------------------------|------|-------|-------|------|------|----------|-------|-------|
|        |                         | 1                                  | 2     | 3     | 4    | 5    | 6     | 7 & 10 |               |                         | 1                                | 2    | 3     | 4     | 5    | 6    | 7        | 8     | 9     |
|        | Departure from          | a.m.                               | a.m.  | p.m.  | p.m. | p.m. | p.m.  | p.m.   | a.m.          | Departure from          | a.m.                             | a.m. | a.m.  | a.m.  | a.m. | p.m. | a.m.     | a.m.  | a.m.  |
|        | <b>DERBY</b> ....       | 8 15                               | 10 30 | 12 15 | 2 0  | 4 40 | 8 15  | 10 50  | 8 30          | <b>LONDON</b> ....      | ..                               | ..   | 6 15  | 8 9   | 11 0 | 1 0  | ..       | ..    | 8 0   |
| 6 1/2  | Willington .....        | 8 25                               | ..    | 12 25 | ..   | 4 50 | 8 25  | ..     | 8 40          | <b>Coventry</b> ....    | ..                               | ..   | 10 2  | 12 28 | 2 52 | 5 9  | ..       | ..    | 12 27 |
| 11     | <b>Barton</b> .....     | 8 35                               | 10 50 | 12 35 | 2 20 | 5 0  | 8 35  | 11 13  | 8 50          | <b>Hampton</b> ....     | ..                               | ..   | 10 30 | 1 21  | 3 45 | 6 0  | ..       | ..    | ..    |
| 15     | Barton & Walton .....   | 8 45                               | 11 0  | 12 45 | ..   | 5 10 | 8 45  | ..     | 9 0           | Coleshill, arrival.     | ..                               | ..   | 10 40 | 1 31  | 3 55 | 6 10 | ..       | ..    | ..    |
| 17 1/2 | Oakley & Alrewas .....  | 8 55                               | 11 10 | 12 50 | 2 30 | 5 18 | 8 55  | ..     | 9 10          | <b>Birmingham</b>       | 12 20                            | 7 0  | 10 30 | 1 30  | 3 45 | 6 0  | 12 20    | 8 30  | 6 30  |
| 24     | <b>Tamworth</b> .....   | 9 10                               | 11 30 | 1 10  | 3 0  | 5 35 | 9 15  | 11 50  | 9 28          | Castle Bromwich         | ..                               | 7 10 | ..    | 1 39  | 3 54 | 6 9  | ..       | ..    | ..    |
| 25 1/2 | Wilnecote & Fazly ..... | 9 15                               | ..    | 1 15  | ..   | 5 40 | 9 20  | ..     | 9 34          | Water Orton....         | ..                               | 7 15 | ..    | ..    | 3 58 | 6 14 | ..       | 8 43  | 6 43  |
| 29 1/2 | Kingsbury .....         | 9 30                               | ..    | 1 25  | ..   | 5 50 | 9 30  | ..     | 9 43          | Forge Mills ....        | ..                               | 7 19 | 10 46 | 1 45  | 4 16 | 18   | ..       | 8 48  | 6 48  |
| 31 1/2 | Whitacre Junc. ....     | 9 35                               | 11 45 | 1 30  | 3 20 | 5 55 | 9 35  | ..     | 9 48          | Whitacre Junc..         | ..                               | 7 25 | 10 50 | 1 50  | 4 56 | 23   | ..       | 8 53  | 6 53  |
| 33     | Forge Mills ....        | 9 40                               | 11 50 | 1 35  | ..   | 6 2  | 9 40  | ..     | 9 55          | Kingsbury .....         | ..                               | 7 30 | ..    | ..    | 4 10 | 6 30 | ..       | 9 0   | 7 0   |
| 34 1/2 | Water Orton....         | 9 45                               | ..    | 1 40  | ..   | 6 10 | ..    | ..     | 10 0          | Wilnecote & Fazly.      | ..                               | 7 40 | ..    | ..    | 4 20 | 6 40 | ..       | 9 10  | 7 10  |
| 37     | Castle Bromwich .....   | 9 50                               | ..    | 1 45  | ..   | 6 15 | 9 50  | ..     | ..            | <b>Tamworth</b> ..      | 1 8                              | 7 45 | 11 10 | 2 10  | 4 25 | 6 45 | 1 8      | 9 15  | 7 15  |
| 41 1/2 | <b>Birmingham</b>       | 10 20                              | 12 30 | 2 15  | 4 0  | 6 30 | 10 15 | 12 35  | 10 20         | Oakley & Alrewas        | ..                               | 8 0  | 11 25 | 2 25  | 4 40 | 7 0  | ..       | 9 30  | 7 30  |
| 33 1/2 | Coleshill.....          | 9 40                               | 11 50 | ..    | 3 25 | ..   | ..    | ..     | ..            | Barton & Walton         | ..                               | 8 10 | 11 35 | 2 35  | 4 50 | 7 10 | ..       | 9 40  | 7 40  |
| 38 1/2 | <b>Hampton</b> ....     | 10 10                              | 12 10 | ..    | 3 45 | ..   | ..    | ..     | ..            | <b>Barton</b> .....     | 1 40                             | 8 20 | 11 45 | 2 45  | 5 0  | 7 20 | 1 40     | 9 50  | 7 50  |
| 47 1/2 | <b>Coventry</b> .....   | 10 44                              | 12 49 | ..    | 4 59 | ..   | ..    | ..     | ..            | Willington.....         | ..                               | 8 35 | 11 58 | ..    | 5 13 | 7 33 | ..       | 10 3  | 8 3   |
| 41 1/2 | <b>LONDON</b> ....      | 2 45                               | 5 15  | ..    | 9 0  | ..   | ..    | ..     | ..            | <b>DERBY</b> arrival.   | 2 5                              | 9 0  | 12 15 | 3 15  | 5 30 | 8 0  | 2 5      | 10 20 | 8 20  |

## FARES, FROM BIRMINGHAM

| TO             | 1 Cls. | 2 Cls. | 3 Cls. | TO              | 1 Cls. | 2 Cls. | 3 Cls. |
|----------------|--------|--------|--------|-----------------|--------|--------|--------|
|                | s. d.  | s. d.  | s. d.  |                 | s. d.  | s. d.  | s. d.  |
| Nottingham ..  | 14 6   | 10 6   | —      | Tamworth....    | 4 0    | 3 0    | 2 0    |
| Leeds .....    | 31 0   | 22 0   | —      | Barton & Walton | 7 6    | 5 6    | 4 6    |
| York .....     | 35 6   | 25 6   | —      | Barton .....    | 7 6    | 5 6    | 4 6    |
| Hull .....     | 38 6   | 28 6   | —      | Derby .....     | 11 0   | 8 0    | 6 0    |
| Darlington.... | 48 6   | 34 6   | —      | Sheffield.....  | 23 0   | 16 0   | —      |

## FARES, FROM DERBY

| TO              | 1 Cls. | 2 Cls. | 3 Cls. | TO              | 1 Cls. | 2 Cls. | 3 Cls. |
|-----------------|--------|--------|--------|-----------------|--------|--------|--------|
|                 | s. d.  | s. d.  | s. d.  |                 | s. d.  | s. d.  | s. d.  |
| Barton .....    | 3 0    | 2 0    | 1 6    | Birmingham..    | 11 0   | 8 0    | 6 0    |
| Barton & Walton | 4 0    | 3 0    | 2 0    | London .....    | 35 0   | 23 6   | —      |
| Tamworth .....  | 6 6    | 5 0    | 4 0    | Liverpool ..... | 35 6   | 26 0   | —      |
| Kingsbury....   | 7 6    | 5 6    | 4 0    | Manchester ..   | 34 0   | 25 0   | 18 0   |
| Hampton .....   | 8 0    | 6 0    | 4 6    | Gloucester....  | 25 6   | 19 0   | —      |

Trains carrying Passengers at 1d. per mile leave Derby for Birmingham at 12 15 p.m., and from Birmingham to Derby at 3 45 p.m., calling at all the Stations.

**Sunday Trains** from Derby, in addition to the 8 30 a.m. to Birmingham, at 6 50 and 10 50 p.m.

**Fares between Birmingham and Derby**—Private carriages, £1 10s. each; one horse, £1; two horses, £1 15s.; three horses, £2 10s.; dogs, 2s. each. For intermediate rates enquire at the Stations. Passengers in or on private carriages pay second class fares. Children under ten years of age, half price.

„ **between Liverpool and Derby**—Horses: one, £3; two, £4 15s.; three, £6 10s. Private carriages, £4 10s. each. Without change of Truck or Horse-Box at Birmingham. An entire horse charged the price of a whole box.

First and second class carriages with all trains; third class carriages with Nos. 2, 6, 8, and 9 down, and 1, 5, 6, 8, and 9, up trains.

Barton & Tamworth to London—First class passengers booked by trains Nos. 1, 2, & 4; 2nd class by Nos. 1 & 2; 3rd class by No. 2.

An Omnibus to Matlock leaves the Amber Gate station on the North Midland Railway (Sunday excepted) on the arrival of the trains leaving Birmingham, at 7 a.m., and 1 30 p.m., and arrives there from Matlock in time for the trains which reach Birmingham, at 12 30 & 6 30 p.m.

| DOWN TRAINS.    |                   |       |       |       |       |       |       |      |       |       |        |      |      |
|-----------------|-------------------|-------|-------|-------|-------|-------|-------|------|-------|-------|--------|------|------|
| Derby to Leeds. |                   |       |       |       |       |       |       |      |       |       |        |      |      |
| Sundays.        |                   |       |       |       |       |       |       |      |       |       |        |      |      |
| STATIONS.       |                   |       |       |       |       |       |       |      |       |       |        |      |      |
|                 |                   | 1     | 2     | 3     | 4     | 5     | 6     | 7    |       | 8     | 9      | 10   | 11   |
|                 | Departure from    | mail. |       |       |       |       |       |      | mail  |       |        |      |      |
|                 | LONDON....        | p.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m. | p.m.  | a.m.  | a.m.   | a.m. | a.m. |
|                 | BIRMINGM          | 9 0   | ..    | 7 0   | 6 15  | 9 0   | 9 30  | 11 0 | 9 0   | ..    | 8 & 10 | ..   | ..   |
|                 |                   | 12 20 | ..    | 7 0   | 10 30 | ..    | 1 30  | 3 45 | 12 20 | ..    | ..     | ..   | ..   |
| Miles           |                   | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | p.m. | a.m.  | a.m.  | p.m.   | p.m. | p.m. |
|                 | DERBY ....        | 2 53  | 6 0   | 9 20  | 12 30 | 2 15  | 3 45  | 6 0  | 2 53  | 6 45  | 3 45   | 5 0  | ..   |
| 54              | Duffield, Arrival | ..    | 6 9   | ..    | ..    | ..    | ..    | 6 9  | ..    | 6 54  | ..     | 5 9  | ..   |
| 74              | Belper .....      | ..    | 6 17  | 9 35  | 12 43 | ..    | 3 58  | 6 17 | ..    | 7 2   | 3 58   | 5 17 | ..   |
| 102             | Amber Gate .....  | ..    | 6 28  | 9 45  | 12 53 | ..    | 4 8   | 6 28 | ..    | 7 13  | 4 8    | 5 28 | ..   |
| 14              | Wingfield .....   | ..    | 6 40  | 9 57  | ..    | ..    | 4 19  | 6 40 | ..    | 7 25  | 4 19   | 5 40 | ..   |
| 173             | Stretton .....    | ..    | 6 50  | ..    | ..    | ..    | ..    | 6 51 | ..    | 7 36  | ..     | 5 50 | ..   |
| 204             | Clay Cross .....  | ..    | 6 58  | ..    | ..    | ..    | ..    | 6 59 | ..    | 7 43  | ..     | 5 58 | ..   |
| 243             | Chesterfield      | 3 36  | 7 8   | 10 20 | 1 27  | 2 58  | 4 42  | 7 9  | 3 36  | 7 53  | 4 42   | 6 8  | ..   |
| 273             | Staveley .....    | ..    | 7 17  | 10 25 | ..    | ..    | ..    | 7 19 | ..    | 8 2   | ..     | 6 17 | ..   |
| 304             | Eckington .....   | ..    | 7 23  | 10 34 | 1 41  | ..    | 4 56  | 7 26 | ..    | 8 8   | 4 56   | 6 23 | ..   |
| 354             | Woodhouse Mill    | ..    | 7 34  | 10 46 | ..    | ..    | ..    | 7 38 | ..    | 8 19  | ..     | 6 34 | ..   |
| 40              | Masbro' ....      | 4 5   | 7 45  | 11 10 | 2 5   | 3 25  | 5 16  | 7 49 | 4 5   | 8 30  | 5 16   | 6 45 | ..   |
| 45              | SHEFFELD.         | 4 40  | 8 20  | 11 30 | 2 30  | 3 50  | 5 45  | 8 20 | 4 40  | 9 10  | 5 45   | 7 0  | ..   |
|                 | Departure ....    | 3 45  | 7 30  | 10 50 | 1 45  | 3 10  | 5 0   | 7 30 | 3 45  | 8 10  | 4 55   | 6 30 | ..   |
| 45              | Swinton .....     | ..    | 8 1   | 11 25 | 2 23  | ..    | 5 34  | 8 8  | ..    | 8 50  | 5 34   | 7 1  | ..   |
| 47              | Wath .....        | ..    | 8 8   | ..    | 2 29  | ..    | ..    | 8 16 | ..    | 8 56  | ..     | 7 8  | ..   |
| 49              | Darfield .....    | ..    | 8 15  | 11 35 | ..    | ..    | ..    | 8 22 | ..    | 9 2   | ..     | 7 15 | ..   |
| 534             | Barnsley .....    | 4 44  | 8 28  | 11 44 | 2 45  | ..    | 5 52  | 8 36 | 4 44  | 9 15  | 5 52   | 7 28 | ..   |
| 564             | Royston & Notton  | ..    | 8 39  | ..    | ..    | ..    | ..    | 8 48 | ..    | 9 26  | ..     | 7 39 | ..   |
| 604             | Cakenshaw .....   | 5 1   | 8 49  | 12 0  | 3 5   | ..    | 6 10  | 8 58 | 5 1   | 9 38  | 6 10   | 7 49 | ..   |
| 634             | Normanton .....   | 5 14  | 9 0   | 12 19 | 3 20  | 4 35  | 6 25  | 9 8  | 5 14  | 9 50  | 6 25   | 8 0  | ..   |
| 664             | Methley .....     | ..    | 9 10  | 12 29 | 3 25  | 4 45  | 6 35  | 9 18 | ..    | 10 0  | 6 35   | 8 10 | ..   |
| 68              | Woodlesford ..... | ..    | 9 15  | 12 34 | 3 28  | 4 50  | 6 40  | 9 23 | ..    | 10 5  | 6 40   | 8 15 | ..   |
| 73              | LEEDS .....       | 5 53  | 9 30  | 1 0   | 3 45  | 5 0   | 6 55  | 9 50 | 5 53  | 10 25 | 6 55   | 8 30 | ..   |
| 113             | MANCHESTER        | 8 30  | 12 0  | 4 30  | 8 0   | 8 0   | 9 10  | ..   | A.M.  | 1 30  | 10 45  | ..   | ..   |
| 145             | LIVERPOOL         | 10 15 | 1 30  | 6 15  | 10 15 | 10 15 | ..    | ..   | ..    | 6 15  | ..     | ..   | ..   |
| 87              | YORK .....        | 6 25  | 11 20 | 1 30  | 4 20  | 5 35  | 7 30  | ..   | 6 25  | ..    | 7 30   | ..   | ..   |
| 111             | HULL .....        | 8 5   | 12 55 | 4 5   | ..    | ..    | 9 15  | ..   | 8 5   | ..    | 9 15   | ..   | ..   |
| 132             | NEWCASTL          | 10 50 | ..    | 5 40  | 8 50  | 9 15  | 11 30 | ..   | 10 50 | ..    | 11 30  | ..   | ..   |

## Sheffield &amp; Rotherham.

## From Sheffield.

8½, 9½, 10½, & 11½ a.m., 12½, 1½, 2½, 3½, 4½, 5½, 6½, & 7½ p.m.

## From Rotherham.

9, 10, & 11, a.m.; 12 noon; 1, 2, 3, 4, 5, 6, 7, and 8 p.m.

On Sundays from Sheffield at 9 & 10 a.m., 1½, 2½, 5½, 6½, and 7½ p.m.—From Rotherham 9½ a.m., 1, 2, 5, 6, 7, and 8 p.m.

On Mondays an additional train from Sheffield at 7 a.m.

FARES.—From Sheffield to Rotherham, 1st class 1s, 3rd 6d.; to Brightside, 1st class 6d, 3rd 3d.; Rotherham to the Holmes, 1st class 6d, 3rd 3d.; to Brightside, 1st class 8d, 3rd 4d.

Third class trains at one penny per mile:—From Leeds to London, at 6 50 a.m.; from Rugby to Leeds, at 2 40 p.m.; and from Derby at 5 p.m.—On Sundays: From Leeds to Derby, at 7 30 a.m.; and from Derby to Leeds at 6 45 a.m. and 5 p.m., calling at all the stations.

Nos. 3, 4, 5, 7 & 10 are in connexion at Derby with trains from Nottingham, and 1, 3, 4, 6, 7, 8, and 10 with trains from Leicester and Loughborough.

Third class passengers will be conveyed from London by the 7 a.m. train, arriving in Leeds the same evening. Fare 17s. 2d.

First and second class carriages are attached to all the trains, and third class carriages to trains Nos. 2, 3, and 7.

CHESTERFIELD STATION.—A Coach from Mansfield meets No. 3 down, and returns on the arrival of No. 6 up train. Passengers booked through between Mansfield, and Manchester and Sheffield.

COACHES.—Swinton station:—Conveyances from and to Doncaster meet Nos. 3, 4, 5, & 6 Up, and 3, 4, 5, 7, & 8 Down trains Leeds sta.:—Coaches fr. and to Harrogate, Bradford, Otley, Knaresbro', Ripon, Bingley, Keighley Skipton, Settle, Kirby Lonsdale, etc. meet the various trns MASBRO' STATION.—A Coach from Lincoln, via Retford, meets Nos. 5 up and down trains, and returns immediately; and one from Lincoln, via Gainsbro' & Bawtry, meets Nos. 4 up & down trains, and returns after the arrival of Nos. 5 up and down trains.



| Distance | UP TRAINS.          |  | Leeds to Derby. |      |       |       |       |       |       | Sundays. |       |       |
|----------|---------------------|--|-----------------|------|-------|-------|-------|-------|-------|----------|-------|-------|
|          | STATIONS.           |  | 1               | 2    | 3     | 4     | 5     | 6     | 7     | 8 9 & 13 | 10    | 11 12 |
|          | Departure from      |  | p.m.            | a.m. | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | mail     | p.m.  | a.m.  |
|          | <b>NEWCASTLE</b>    |  | 10 50           | ..   | ..    | ..    | ..    | 5 45  | 8 45  | 10 30    | 2 0   | 10 50 |
|          | <b>HULL</b>         |  | ..              | ..   | ..    | ..    | ..    | 8 20  | 11 10 | 1 40     | 4 55  | ..    |
|          | <b>YORK</b>         |  | 3 0             | ..   | 6 0   | ..    | ..    | 9 50  | 12 35 | 3 10     | 6 25  | 3 0   |
|          | <b>LIVERPOOL</b>    |  | ..              | ..   | ..    | ..    | ..    | 8 45  | 12 0  | 2 0      | ..    | ..    |
|          | <b>MANCHESTER</b>   |  | ..              | ..   | ..    | ..    | 6 45  | ..    | 10 50 | 1 30     | 4 45  | ..    |
| Mls.     |                     |  | a.m.            | a.m. | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m.     | a.m.  | p.m.  |
| 5        | <b>LEEDS</b>        |  | 3 30            | ..   | 6 50  | 6 50  | 10 15 | ..    | 1 0   | 4 0      | 7 5   | 3 30  |
| 6        | Woodlesford Arrival |  | ..              | ..   | 6 55  | 6 55  | 10 25 | ..    | 1 5   | 4 5      | 7 13  | 7 34  |
| 6        | Methley             |  | ..              | ..   | 7 4   | 7 4   | 10 30 | ..    | 1 10  | 4 13     | 7 20  | 7 43  |
| 9        | <b>Normanton</b>    |  | 4 0             | ..   | 7 15  | 7 15  | 10 40 | 11 5  | 1 30  | 4 24     | 7 27  | 7 54  |
| 12       | <b>Oakenshaw</b>    |  | 4 7             | ..   | 7 32  | 7 32  | 10 50 | ..    | 1 45  | 4 41     | 7 44  | 8 11  |
| 16       | Royston and Notton  |  | ..              | ..   | 7 44  | 7 44  | ..    | ..    | ..    | 4 53     | ..    | 8 23  |
| 19       | <b>Barnsley</b>     |  | 4 28            | ..   | 7 53  | 7 53  | 11 45 | 11 30 | 1 55  | 5 2      | 8 2   | 8 32  |
| 24       | Darfield            |  | ..              | ..   | 8 4   | 8 4   | ..    | ..    | ..    | 5 13     | ..    | 8 43  |
| 26       | Wath                |  | ..              | ..   | 8 9   | 8 9   | ..    | ..    | ..    | 5 18     | ..    | 8 48  |
| 28       | Swinton             |  | ..              | ..   | 8 16  | 8 16  | 11 30 | 11 45 | 2 10  | 5 25     | 8 19  | 8 55  |
| 33       | <b>Masbro'</b>      |  | 4 55            | 6 45 | 8 30  | 8 50  | 12 50 | 12 5  | 2 26  | 5 39     | 8 33  | 4 55  |
| 38       | <b>SHEFFIELD</b>    |  | ..              | ..   | 8 50  | ..    | 12 5  | 12 25 | 2 45  | 6 10     | 9 0   | 9 40  |
|          | Departure           |  | ..              | 6 30 | 8 15  | 8 15  | 11 35 | ..    | 2 5   | 5 25     | 8 20  | 8 50  |
| 37       | Woodhouse Mill      |  | ..              | 7 5  | 8 50  | 9 8   | ..    | ..    | 5 59  | ..       | ..    | 9 29  |
| 42       | Eckington           |  | ..              | 7 20 | 9 5   | 9 25  | 12 13 | 12 28 | 6 14  | ..       | ..    | 9 44  |
| 45       | Staveley            |  | ..              | 7 28 | ..    | 9 38  | ..    | ..    | 6 23  | ..       | ..    | 9 53  |
| 48       | <b>Chesterfield</b> |  | 5 38            | 7 39 | 9 16  | 9 56  | 12 30 | 12 44 | 3 10  | 6 35     | 9 15  | 5 38  |
| 52       | Clay Cross          |  | ..              | 8 51 | ..    | 10 10 | ..    | ..    | 6 47  | ..       | ..    | 10 17 |
| 55       | Stretton            |  | ..              | 8 0  | ..    | 10 20 | ..    | ..    | 6 57  | ..       | ..    | 10 27 |
| 59       | Wingfield           |  | ..              | 8 8  | 9 40  | 10 35 | 12 55 | ..    | 7 5   | ..       | ..    | 10 35 |
| 62       | Amber Gate          |  | ..              | 8 17 | 9 49  | 10 50 | 1 6   | 1 17  | 3 35  | 7 14     | ..    | 10 41 |
| 65       | Belper              |  | 6 5             | 8 26 | 9 55  | 11 2  | 1 15  | ..    | 3 43  | 7 23     | 9 40  | 6 5   |
| 67       | Duffield            |  | ..              | 8 33 | ..    | 11 12 | ..    | ..    | 7 29  | ..       | ..    | 10 59 |
| 73       | <b>DERBY</b>        |  | 6 40            | 9 0  | 10 20 | 11 30 | 1 40  | 1 50  | 4 15  | 7 50     | 10 18 | 6 40  |
| 114      | <b>BIRMINGHAM</b>   |  | p.m.            | p.m. | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | a.m.     | p.m.  | p.m.  |
| 204      | <b>LONDON</b>       |  | 1 0             | ..   | 12 30 | 2 15  | 4 0   | ..    | 6 30  | 10 15    | 12 35 | 8 40  |

Third Class trains at one penny per mile:—From Leeds to London, &c. at 6 50 a.m.; from Rugby to Leeds at 2 40 p.m.; and from Derby at 6 p.m.—On Sundays: from Leeds to Derby at 7 30 a.m., and from Derby to Leeds at 6 45 a.m. and 5 p.m., calling at all the stations.

Nos. 2, 3, 4, 5, 7, 8, 9, 10, & 12 are in connexion at Derby with trains to Nottingham; to Leicester and Loughborough by all the trains except the second and sixth.

Trains leave Normanton Junction for Manchester, York, Hull, Darlington, Newcastle, & Carlisle.

Third class passengers will be conveyed from Leeds by the 6 50 a.m. train, arriving in London the same evening. Fare 17s. 2d.

First and second class carriages are attached to all the trains, and third class carriages to Nos. 4 and 7.

Carriage trucks and horse boxes are kept at all the principal stations; but to prevent disappointment it is recommended that notice be given the day previous to their being required.

Persons riding in their own carriages are charged 2nd class fare.

COACHES, &c.—Eckington station:—A Coach from & to Boston, Sleaford, Lincoln, Newark, Olerton, Worksop, &c. meets Nos. 5 up and down trains. Also, one from and to Worksop, Retford, &c. meets Nos. 4 up & down, and waits for Nos. 6 up and down trains. Passengers are booked through from Manchester to this station, being the most economical and expeditious route to Manchester, Leeds, York, and Sheffield.

\* Runs also on Sundays.

| Going West   | 1     | 2     | 3     | 4    | 5    | 6    |    | Sunday | Fares. | Going East | 1     | 2             | 3    | 4    | 5     | 6     | Sundays |       |       |      |
|--------------|-------|-------|-------|------|------|------|----|--------|--------|------------|-------|---------------|------|------|-------|-------|---------|-------|-------|------|
| Trains from  | a.m.  | a.m.  | p.m.  | p.m. | p.m. | p.m. | .. | a.m.   | p.m.   | s. d.      | s. d. | Trains leave  | a.m. | a.m. | a.m.  | p.m.  | p.m.    | a.m.  | p.m.  |      |
| Newcastle    | 7 0   | 11 10 | 12 30 | 2 30 | 4 0  | 6 30 | .. | 9 0    | 5 0    | 0          | 0     | Carlisle      | 5 0  | 8 10 | 12 15 | 2 05  | 0       | 9 05  | 0     |      |
| Gateshead    | ..    | 11 0  | ..    | 2 20 | ..   | 6 20 | .. | 9 45   | 5 45   | 2          | 61    | Milton        | 5 35 | 8 12 | 10 50 | 2 35  | 5 35    | 9 35  | 5 35  |      |
| Blaydon....  | 7 15  | 11 22 | 12 45 | 2 42 | 4 15 | 6 42 | .. | 9 15   | 5 15   | 1          | 00    | Rose Hill     | 5 52 | 8 34 | 11 12 | 2 52  | 5 52    | 9 57  | 5 57  |      |
| Stocksfield  | 7 45  | 11 48 | 1 16  | 3 8  | 4 46 | 7 8  | .. | 9 45   | 5 45   | 2          | 61    | Haltwhistle   | 6 5  | 8 54 | 11 30 | 3 15  | 6 5     | 10 15 | 6 15  |      |
| Hexham....   | 8 15  | 12 15 | 1 48  | 3 35 | 5 18 | 7 35 | .. | 10 12  | 6 12   | 3          | 10    | Haydon Bridge | 6 30 | 9 22 | 11 55 | 3 47  | 6 30    | 10 40 | 6 40  |      |
| Haydon Bdg.  | 8 38  | 12 40 | 2 15  | 4 05 | 43   | 8 0  | .. | 10 35  | 6 35   | 5          | 34    | Hexham....    | 6 53 | 8 55 | 9 52  | 12 20 | 4 8     | 6 53  | 11 57 | 5    |
| Haltwhistle  | 9 5   | 1 3   | ..    | 4 23 | 6 20 | 8 23 | .. | 11 07  | 0 7    | 6          | 10    | Stocksfield   | 7 15 | 8 42 | 10 20 | 12 45 | 4 34    | 7 15  | 11 30 | 7 30 |
| Rose Hill .. | 9 23  | 1 20  | ..    | 4 40 | 6 40 | 8 40 | .. | 11 18  | 7 18   | 8          | 06    | Blaydon....   | 7 45 | 9 12 | 10 55 | 1 15  | 5 7     | 45    | 12 08 | 0    |
| Milton ....  | 9 50  | 1 40  | ..    | 5 07 | 0 9  | 0    | .. | 11 45  | 7 45   | 9          | 07    | Gateshead     | 8 10 | ..   | 1     | 40    | 5 30    | 8 10  | ..    | ..   |
| Carlisle ..  | 10 15 | 2 10  | ..    | 5 30 | 7 30 | 9 30 | .. | 12 15  | 8 15   | 11         | 08    | Newcastle     | 8 09 | 30   | 11 10 | 1 30  | 5 20    | 8 0   | 12 15 | 8 15 |

Nos. 4 west, and 1 east are mail trains; and on Sundays, the 5 p.m. west, and 9 a.m. east are mails  
A train leaves Milton for Carlisle every Saturday morning at 8½, for the convenience of people attending the market.

Sec., George Baker.

## YORK AND NORTH MIDLAND.—27 Miles in length.

Engr., T. Cabry.

| UP.            | 1     | 2     | 3     | 4     | 5     | 6     | 7    | 8    | 9     | DOWN.              | 1     | 2     | 3     | 4     | 5    | 6    | 7     | Fares.                                                                                   |
|----------------|-------|-------|-------|-------|-------|-------|------|------|-------|--------------------|-------|-------|-------|-------|------|------|-------|------------------------------------------------------------------------------------------|
| Departure from | a.m.  | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m. | p.m. | p.m.  | Departure from     | a.m.  | a.m.  | a.m.  | p.m.  | p.m. | p.m. | p.m.  | 1 Cls. 2 Cls.                                                                            |
| York to Leeds  | ..    | 7 40  | 9 50  | 12 35 | ..    | 3 10  | ..   | 6 35 | ..    | Leeds to York      | 5 10  | 7 30  | 9 50  | ..    | 1 10 | 3 06 | 25    | s. d. s. d.                                                                              |
| " Selby & Hull | mail. | 7 40  | 9 50  | ..    | 1 20  | ..    | ml.  | 6 35 | ..    | Selby to York      | ..    | 7 50  | 10 0  | 12 45 | ..   | 3 15 | 6 30  | Leeds.. 5 0 4 0                                                                          |
| " Manchester   | 3 06  | 0 7   | 40    | 9 50  | 12 35 | ..    | 3 10 | 6 25 | ..    | Arrival at         | ..    | 7 50  | 10 0  | 12 45 | ..   | 3 15 | 6 30  | Selby 3 6 3 0                                                                            |
| " Derby        | 3 06  | 0 0   | ..    | 9 50  | 12 35 | ..    | 3 10 | 6 25 | ..    | Castleford         | 5 30  | 7 55  | 10 15 | ..    | 1 40 | 3 25 | 6 50  | Hull .. 8 6 7 0                                                                          |
| " Birmingham   | 3 06  | 0 0   | ..    | 9 50  | 12 35 | ..    | ..   | 6 25 | ..    | Burton Salmon      | 5 40  | 8 10  | 10 30 | ..    | 1 55 | 3 40 | 7 50  | Wakefield 7 0 5 3                                                                        |
| " London       | 3 06  | 0 0   | ..    | 9 50  | 12 35 | ..    | ..   | 6 25 | ..    | Sherburn           | 5 50  | 8 25  | 10 45 | 1 02  | 10 4 | 0 7  | 20    | Manchtr. 20 0 13 0                                                                       |
| Arrival at     | ..    | 6 15  | 8 0   | 10 15 | ..    | 1 40  | 3 30 | 6 40 | 6 50  | Bolton Percy       | 6 10  | 8 40  | 11 0  | 15    | 2 25 | 4 15 | 7 35  | Sheffield 13 6 10 0                                                                      |
| Bolton Percy   | ..    | 6 35  | 8 15  | 10 30 | ..    | 1 55  | 3 40 | ..   | 7 10  | York               | 6 25  | 9 10  | 11 20 | 1 30  | 2 45 | 4 30 | 8 0   | Derby.. 23 6 17 0                                                                        |
| Sherburn       | ..    | 6 50  | 8 30  | 10 40 | 1 5   | ..    | 4 0  | ..   | 7 20  | Departure from ml. | ..    | ..    | ..    | ..    | ..   | ..   | ..    | Notting. 26 6 19 0                                                                       |
| Burton Salmon  | ..    | 6 50  | 8 30  | 10 40 | 1 5   | ..    | 4 0  | ..   | 7 20  | Normanton to York  | 5 25  | 7 35  | 12 25 | 1 18  | 3 20 | 4 25 | 6 25  | Leicester 30 6 22 0                                                                      |
| CASTLEFORD     | ..    | 6 45  | 8 40  | 10 50 | 1 15  | ..    | 4 10 | 7 20 | 7 30  | Castleford, ar.    | 5 35  | 8 0   | 12 35 | 1 40  | 3 50 | 4 45 | 6 40  | Rugby 36 6 25 6                                                                          |
| SELBY          | ..    | ..    | 8 40  | ..    | ..    | 12 30 | ..   | ..   | 7 40  | Burton Salmon      | 5 45  | 8 10  | 12 45 | 1 55  | ..   | ..   | ..    | Birming. 33 6 23 6                                                                       |
| NORMANTON      | 4 17  | 15    | 9 15  | 11 0  | 1 40  | ..    | 4 20 | 7 30 | ..    | Bolton Percy       | 6 10  | 8 25  | 11 5  | 2 25  | ..   | ..   | ..    | London 56 6 38 6                                                                         |
| LEEDS          | ..    | ..    | 9 15  | 11 25 | 0     | ..    | 4 45 | ..   | 8 5   | York               | 6 25  | 9 10  | 11 30 | 2 45  | 4 20 | 5 35 | 7 30  |                                                                                          |
| Hull Arrival   | ..    | ..    | 10 15 | 12 55 | ..    | 4 5   | ..   | ..   | 9 15  | Darlington         | 9 0   | 11 30 | 3 45  | ..    | 6 50 | 7 25 | 9 40  | {A train leaves Normanton for York and Selby at 9 27 a.m., in connexion with this train. |
| Derby          | do.   | 6 40  | 10 20 | ..    | 1 30  | 4 15  | ..   | 7 50 | 10 18 | Newcastle          | 10 50 | 1 30  | 5 40  | ..    | 8 50 | 9 15 | 11 30 |                                                                                          |
| Manchester     | do.   | 8 30  | 11 0  | 12 0  | 1 30  | 4 30  | ..   | 8 0  | 10 0  | Carlisle           | 2 10  | 5 30  | 2 30  | ..    | ..   | ..   | ..    |                                                                                          |
| Birmingham     | do.   | 10 20 | 12 30 | ..    | 4 0   | 6 30  | ..   | ..   | 12 35 | From Leeds to ml.  | ..    | ..    | ..    | ..    | ..   | ..   | ..    |                                                                                          |
| London         | do.   | 1 0   | 15    | ..    | 8 0   | 10 30 | ..   | ..   | 5 32  | Selby & Hull       | 5 10  | 7 30  | 9 50  | 1 15  | 6 25 | ..   | ..    |                                                                                          |

SUNDAYS.—From York, 3 a.m. mail, to Derby and London; 6 45 a.m. to Derby, Sheffield, Birmingham, Leicester, and London; 8 a.m. to Leeds, Selby, and Manchester; 6 25 p.m. to Sheffield, Derby, Birmingham, Leicester, London, and Manchester; and 6 35 p.m. to Leeds, Selby, and Hull.

SUNDAYS.—From Leeds, 5 10 a.m. mail, to Selby & Hull; 8 a.m. to York & Selby, & 6 10 p.m. to York, Selby, Hull, Darlington, and Newcastle. From Selby 8 10 a.m. to Leeds, York, & Manchester; & 6 30 p.m. to Leeds, York, Darlington, Newcastle, & London (mail.)

\* Trains marked thus \* are third class closed, at 1d. per mile.



| Miles. | UP<br>TRAINS.   | Newcastle to London. |       |       |       |      |       | Miles. | DOWN<br>TRAINS. | London to Newcastle. |       |       |       |       |      |       |  |
|--------|-----------------|----------------------|-------|-------|-------|------|-------|--------|-----------------|----------------------|-------|-------|-------|-------|------|-------|--|
|        |                 | 1                    | 2     | 3     | 4     | 5    | 6     |        |                 | 1                    | 2     | 3     | 4     | 5     | 6    | 7     |  |
|        |                 | a.m.                 | a.m.  | a.m.  | a.m.  | p.m. | p.m.  |        |                 | a.m.                 | p.m.  | a.m.  | a.m.  | a.m.  | a.m. | a.m.  |  |
|        | Departure from  |                      |       |       | mail  |      |       |        | Depart from     |                      |       |       |       |       |      |       |  |
| —      | Carlisle....    | 5 0                  |       |       | 10 15 | ..   | 5 0   | —      | London.....     | 9 0                  | ..    | ..    | 6 15  | 9 0   | 9 30 |       |  |
| —      | Newcastle       | 5 45                 | 8 45  | 10 30 | 2 0   | 4 0  | 10 50 | —      | Birmingham..    | 12 20                | ..    | 7 0   | 10 30 | ..    | 1 30 |       |  |
| —      | Darlington      | 7 30                 | 10 25 | 12 20 | 3 55  | 6 0  | 12 48 | —      | Leicester.....  | 12 45                | ..    | 8 0   | 10 40 | 12 45 | 1 45 |       |  |
| 4      | Croft .....     | 7 35                 | ..    | 12 30 | ..    | 6 9  | ..    | —      | Nottingham....  | ..                   | ..    | 7 0   | 11 0  | ..    | 2 50 |       |  |
| 8      | Cowton .....    | 7 48                 | 10 43 | 12 43 | 4 15  | 6 22 | ..    | —      | Derby.....      | 2 55                 | ..    | 9 20  | 12 30 | 2 15  | 3 45 |       |  |
| 15     | Northallert     | 8 5                  | 11 0  | 1 2   | 4 34  | 6 41 | ..    | —      | Sheffield.....  | 3 45                 | ..    | 10 50 | 1 45  | 3 10  | 5 0  |       |  |
| 19     | Otterington ..  | 8 13                 | ..    | 1 10  | ..    | 6 50 | ..    | —      | Liverpool.....  | ..                   | ..    | 6 45  | 8 45  | 11 12 | 2 0  |       |  |
| 23     | Thirsk .....    | 8 25                 | 11 20 | 1 23  | 4 55  | 7 3  | ..    | —      | Manchester....  | ..                   | ..    | 9 0   | 10 50 | 1 30  | 3 30 |       |  |
| 27     | Sessay.....     | 8 38                 | ..    | 1 36  | ..    | 7 16 | ..    | —      | Hull.....       | ..                   | ..    | 11 0  | 1 40  | ..    | 4 55 |       |  |
| 32     | Raskelf.....    | 8 51                 | ..    | 1 49  | ..    | 7 30 | ..    | —      | Leeds.....      | 5 10                 | 7 30  | 10 40 | 1 10  | 3 0   | ..   |       |  |
| 34     | Alne.....       | 8 55                 | 11 50 | 1 54  | 5 23  | 7 35 | ..    | —      | Normanton....   | 5 25                 | 7 35  | 12 25 | 3 0   | 4 55  | 6 13 |       |  |
| 35     | Tollerton....   | 9 0                  | ..    | 1 58  | ..    | 7 39 | ..    | —      | York.....       | 5 0                  | 7 0   | 9 30  | 1 45  | 4 50  | 5 50 | 7 40  |  |
| 39     | Shipton.....    | 9 11                 | ..    | 2 10  | ..    | 7 53 | ..    | —      | Shipton.....    | 5 17                 | ..    | 9 47  | ..    | 5 7   | ..   |       |  |
| 45     | York arrival    | 9 30                 | 12 20 | 2 30  | 5 55  | 8 15 | 2 48  | 6      | Tollerton.....  | 5 31                 | ..    | 9 57  | ..    | 5 17  | ..   |       |  |
| 49     | Normanton do.   | 11 0                 | 1 40  | 4 20  | 7 30  | ..   | 4 1   | 10     | Alne.....       | 5 36                 | 7 30  | 10 0  | 2 12  | 5 20  | 6 10 | 8 10  |  |
| 75     | Leeds..... do.  | 11 25                | 2 0   | 4 45  | 8 5   | ..   | ..    | 11     | Raskelf.....    | 5 44                 | ..    | 10 5  | ..    | 5 25  | ..   |       |  |
| 92     | Hull..... do.   | 12 55                | 4 10  | ..    | 9 15  | ..   | ..    | 13     | Sessay.....     | 5 57                 | ..    | 10 17 | 2 28  | 5 37  | ..   |       |  |
| 120    | Manchester do.  | 1 30                 | 4 30  | 8 0   | 10 0  | ..   | ..    | 18     | Thirsk.....     | 6 10                 | 8 0   | 10 30 | 2 40  | 5 50  | 6 30 | 8 40  |  |
| 151    | Liverpool.. do. | 3 15                 | 6 30  | 9 30  | ..    | ..   | ..    | 32     | Otterington ..  | 6 24                 | ..    | 10 40 | ..    | 6 0   | ..   |       |  |
| 97     | Sheffield.. do. | 12 30                | 2 45  | 6 10  | 9 0   | ..   | ..    | 26     | Northallerton   | 6 36                 | 8 20  | 10 50 | 3 0   | 6 10  | 6 48 | 9 0   |  |
| 131    | Derby..... do.  | 1 50                 | 4 15  | 7 50  | 10 18 | ..   | 6 40  | 30     | Cowton.....     | 7 0                  | 8 40  | 11 9  | 3 20  | 6 29  | 7 4  | 9 20  |  |
| 147    | Nottingham do.  | ..                   | 6 35  | 9 25  | ..    | ..   | ..    | 37     | Croft.....      | 7 13                 | ..    | 11 20 | 3 30  | 6 40  | ..   |       |  |
| 161    | Leicester.. do. | 3 30                 | 6 0   | 9 45  | 12 15 | ..   | 8 30  | 41     | Darlington ar   | 7 30                 | 9 0   | 11 30 | 3 45  | 6 50  | 7 25 | 9 40  |  |
| 171    | Birmingham do.  | 4 0                  | 6 30  | 10 15 | 12 35 | ..   | 10 20 | 45     | Newcastle ar    | ..                   | 10 50 | 1 30  | 5 40  | 8 50  | 9 15 | 11 30 |  |
| 283    | London do.      | 8 0                  | 10 30 | ..    | 4 45  | ..   | 1 0   |        | Carlisle.....   | ..                   | 2 19  | 5 30  | 9 30  | ..    | ..   |       |  |

Fares from Darlington

1 Class, 2 Class 3 Class

## Third Class Passengers by Nos. 5 up, and 3 down trains, at the rate of one penny per mile.

ON SUNDAYS—From Newcastle to York, at 2 mail, and 10 48 p.m. From York to Newcastle at 7 and 7 40 p.m.  
First & 2nd class carriages are attached to all the trains, & 3rd class to Nos. 1, 3, & 5 up, and 1, 3, 4, & 5 down trains. Time is allowed at York for refreshment.  
The No. 2 up train meets a Coach at Eekington for Lincoln, Newark, Worksop, Boston, and Stamford. Nos. 1, 2, 4 and 6 up trains are in connexion with trains from Birmingham to Cheltenham, Gloucester, Bristol, and the West of England.

DARLINGTON. Trains to and from Bishop Auckland, Hartlepool and Stockton-on-Tees, meet the arrival and departure of the trains at Darlington.

The Nonpareil coach leaves Darlington for Barnard Castle every morning on the arrival of the down Mail train; & returns in time for No. 5 up train.

A Mail coach leaves Darlington every morning on the arrival of No. 2 down Mail train, by Barnard Castle, Brough, Appleby, and Temple Sowerby to Penrith, arriving at 6 p.m. It returns from Penrith at 7 4 a.m., and arrives in Darlington to meet No. 4 up Mail train.

COXTON. A Mail coach leaves Cowton for Richmond on the arrivals of Nos. 2 down and 4 up mail trains; and leaves Richmond at 2 30 and 7 40 to meet Nos. 4 up and 7 down mail trains.

NORTHALLERTON. A Mail coach leaves Northallerton daily, on the arrival of No. 2 down mail train, for Bedale, Leyburn, Hawes, and Sadburgh, arriving at Kendal at 7 30 p.m.; and leaves Kendal at 6 a.m., to meet No. 4 up mail train.

THIRSK. A coach leaves Ilkham at 7 a.m. to meet Nos. 2 down and 1 up trains; returning on the arrival of Nos. 4 up and 5 down trains.

A Mail coach leaves Thirsk on the arrival of No. 2 down Mail Train, for Tontine, Stokesley, and Guisborough. It leaves Guisborough at 11 3 a.m., arriving at Thirsk at 4 p.m.

| Up Trains.                             |      | 1     | 2     | 3     | 4    | 5    | 6     | 7    | Down Trains.         |      | 1     | 2     | 3    | 4    | 5    | 6     | 7    |
|----------------------------------------|------|-------|-------|-------|------|------|-------|------|----------------------|------|-------|-------|------|------|------|-------|------|
|                                        | a.m. | a.m.  | a.m.  | a.m.  | a.m. | p.m. | p.m.  | p.m. |                      | a.m. | p.m.  | a.m.  | p.m. | a.m. | a.m. | a.m.  | a.m. |
| Carlisle .....                         | ..   | 5 0   | ..    | 10 15 | ..   | 2 0  | 5 0   | ..   | London .....         | ..   | 9 0   | ..    | ..   | 6 15 | 9 0  | 10 0  | ..   |
| Newcastle .....                        | 5 45 | 8 45  | 10 30 | 2 0   | 4 0  | 6 0  | 10 50 | ..   | York .....           | 5 0  | 7 0   | 9 30  | 1 45 | 4 50 | 5 50 | 7 40  | ..   |
| Sunderland .....                       | 5 45 | 8 45  | 10 15 | 2 0   | 4 0  | 6 0  | ..    | ..   | Darlington .....     | 7 15 | 9 0   | 11 30 | 3 45 | 6 50 | 7 25 | 9 40  | ..   |
| Shields .....                          | 5 45 | 8 45  | 10 15 | 2 0   | 4 0  | 6 0  | ..    | ..   | Aycliffe .....       | 7 25 | ..    | 11 40 | 3 53 | 7 0  | ..   | ..    | ..   |
| Brockley Whins, arrvl. at Boldon ..... | 6 5  | 9 3   | 10 48 | 2 18  | 4 18 | 6 18 | ..    | ..   | Bradbury .....       | 7 38 | ..    | 11 55 | ..   | 7 19 | ..   | ..    | ..   |
| Washington .....                       | ..   | ..    | 10 58 | ..    | 4 21 | 6 21 | ..    | ..   | Ferry Hill .....     | 7 49 | 9 36  | 12 54 | 19   | 7 20 | 8 0  | ..    | ..   |
| Pensher .....                          | 6 19 | ..    | 11 2  | ..    | 4 32 | 6 32 | ..    | ..   | Shincliffe .....     | 8 3  | ..    | 12 18 | ..   | 7 30 | ..   | ..    | ..   |
| Fence Houses .....                     | 6 22 | 9 25  | 11 7  | 2 37  | 4 37 | 6 37 | ..    | ..   | Sherburn .....       | 8 9  | ..    | 12 24 | 36   | ..   | ..   | ..    | ..   |
| Leamside .....                         | ..   | ..    | 11 15 | ..    | 4 45 | 6 45 | ..    | ..   | Belmont .....        | 8 15 | 10 0  | 12 30 | 4 40 | 7 40 | 8 20 | 10 40 | ..   |
| Belmont .....                          | 6 30 | 9 30  | 11 20 | 2 50  | 4 50 | 6 50 | 11 35 | ..   | Durham departure ..  | 8 10 | 9 50  | 12 25 | 4 35 | 7 35 | 8 15 | 10 25 | ..   |
| Durham departure ..                    | 6 20 | 9 20  | 11 10 | 2 40  | 4 35 | 6 40 | 11 25 | ..   | „ Arrival ..         | 8 20 | 10 10 | 12 40 | 5 0  | 7 45 | 8 30 | 10 50 | ..   |
| „ Arrival ..                           | 6 45 | 9 45  | 11 30 | 3 0   | 5 0  | 7 0  | 11 45 | ..   | Leamside .....       | 8 21 | ..    | 12 34 | 4 41 | 7 44 | ..   | ..    | ..   |
| Sherburn .....                         | 6 41 | ..    | 11 26 | ..    | 4 50 | 6 56 | ..    | ..   | Fence Houses .....   | 8 28 | 10 10 | 12 40 | 4 50 | 7 48 | 8 30 | 10 50 | ..   |
| Shincliffe .....                       | ..   | ..    | 11 32 | ..    | 5 2  | 7 1  | ..    | ..   | Pensher .....        | 8 33 | ..    | 12 44 | 4 54 | 7 52 | ..   | ..    | ..   |
| Ferry Hill .....                       | 6 57 | 9 53  | 11 44 | 3 14  | 5 13 | 7 12 | ..    | ..   | Washington .....     | 8 39 | ..    | 12 50 | 5 0  | 7 58 | ..   | ..    | ..   |
| Bradbury .....                         | 7 5  | ..    | 11 53 | 3 23  | 5 21 | 7 20 | ..    | ..   | Boldon .....         | 8 50 | ..    | 1 0   | ..   | 8 5  | ..   | ..    | ..   |
| Aycliffe .....                         | 7 17 | ..    | 12 7  | ..    | 5 33 | 7 32 | a.m.  | ..   | Brockley Whins ..... | 8 55 | 10 30 | 1 5   | 5 14 | 8 15 | 5 11 | 10    | ..   |
| Darlington .....                       | 7 30 | 10 25 | 12 20 | 3 55  | 6 0  | 8 0  | 12 48 | ..   | Newcastle, arrive at | 9 15 | 10 50 | 1 30  | 5 40 | 8 56 | 9 15 | 11 30 | ..   |
| York .....                             | 9 30 | 12 20 | 2 30  | 5 55  | 8 15 | ..   | 2 48  | ..   | Sunderland .....     | 9 15 | 10 50 | 1 30  | 5 45 | 8 50 | 9 30 | ..    | ..   |
| London .....                           | 8 0  | 10 30 | ..    | 4 45  | ..   | ..   | 1 0   | ..   | Shields .....        | 9 15 | 10 50 | 1 30  | 5 45 | 8 50 | 9 30 | ..    | ..   |
|                                        |      |       |       |       |      |      |       |      | Carlisle .....       | 2 10 | 2 10  | 5 30  | 9 30 | ..   | ..   | ..    | ..   |

On **Sundays**, from Newcastle to Durham and Darlington at 2 and 10 50 p.m.; to Durham only at 8 30 a.m. & 7 p.m. From Sunderland and Shields to Durham & Darlington, at 2 p.m.; at 8 30 a.m., and 7 p.m., to Durham only. From Darlington to Durham and Newcastle, at 9 a.m. and 9 40 p.m. A train also leaves Belmont at 8 3 a.m. and 6 33 p.m.; and Durham at 8 a.m. and 6 30 p.m. for Newcastle, Sunderland and Shields.

Sec., William Davison

**STOCKTON & HARTLEPOOL, & CLARENCE.**

Engr., Stephen Robinson.

From **STOCKTON** to Seaton and Hartlepool, 7 20, and 11 a.m. mail; 12 45, 3 55, and 6 p.m.  
to Ferry-hill, Durham, Sunderland; Shields, and Newcastle, 8 40 and 11 a.m.; 3 55 and 6 p.m.  
From **HARTLEPOOL** and **SEATON** to Stockton, 8 20 and 10 30 a.m.; 1 30, 3 15, and 5 30 p.m.  
to Ferry-hill, Durham, Sunderland, Shields, and Newcastle, 8 20 and 10 30 a.m.; 3 15 and 5 30 p.m.  
On **SUNDAYS**—From Stockton to Hartlepool, 9 a.m., and 1 45 p.m. mail. From Hartlepool to Stockton, 10 a.m., and 5 30 p.m. mail.  
Sunderland, Shields, and Newcastle, to Stockton, 9 and 10 30 a.m.; 2 4, and 6 p.m.  
Durham to Stockton, 9 40 and 11 15 a.m.; 2 45, 4 55, and 6 45 p.m.  
Sunderland, Shields, and Newcastle, to Seaton and Hartlepool, 9 and 10 30 a.m.; 2 and 4 p.m.  
Durham to Seaton and Hartlepool, 9 40 and 11 15 a.m.; 2 45, and 4 35 p.m.  
Darlington to Seaton and Hartlepool, via Ferry-hill, 9 and 11 30 a.m.; and 3 45 p.m.  
Trains leave Coxhoe for Stockton and Hartlepool, at 9 45 a.m., and 5 p.m.

**Sunderland to Durham**—8 45 a.m., 12 noon, 2 35 and 5 p.m. Durham to Sunderland, 8 10, and 11 45 a.m.; 2 20 and 4 30 p.m. Sunderland to Hartlepool, 8 45 a.m., and 12 noon, 2 and 5 p.m. Durham to Hartlepool, 8 10 a.m., and 4 30 p.m.

**Fares**.—Sunderland to Hartlepool..... 1st Class.... 2s. 9d. 2nd Class.... 2s. 3d. 3rd Class.... 1s. 6d.  
„ Durham..... 1s. 6d. .... 1s. 3d. ....



| Miles   | Up Trains.          | Sundays |       |       |       |       |       | Miles | Down Trs.               | Sundays |       |       |       |      |       |       |
|---------|---------------------|---------|-------|-------|-------|-------|-------|-------|-------------------------|---------|-------|-------|-------|------|-------|-------|
|         |                     | 1       | 2     | 3     | 4     | 5     | 6     |       |                         | 1       | 2     | 3     | 4     | 5    | 6     | 7     |
|         | Departure.          | a.m.    | a.m.  | p.m.  | p.m.  | a.m.  | p.m.  |       | Departure.              | p.m.    | a.m.  | a.m.  | a.m.  | a.m. | p.m.  | a.m.  |
|         | <b>Hull</b> .....   | 8 20    | 11 10 | 1 40  | 4 55  | 6 45  | 4 55  |       | <b>London</b> ....      | 9 0     | ..    | ..    | 7 0   | 1 30 | 12 20 | ..    |
| 4 1/2   | Hessle .....        | 8 33    | 11 23 | 1 53  | 5 8   | 6 58  | 5 8   |       | <b>Birmingham</b> ..    | 12 20   | ..    | ..    | 7 0   | 1 30 | 12 20 | ..    |
| 7 1/2   | Ferriby .....       | 8 41    | 11 31 | 2 1   | 5 16  | 7 6   | 5 16  |       | <b>Derby</b> .....      | 2 53    | ..    | 6 9   | 9 20  | 3 45 | 2 53  | 3 45  |
| 10 1/2  | Brough .....        | 8 50    | 11 42 | 2 10  | 5 25  | 7 15  | 5 25  |       | <b>Ambergate arr</b> .. | ..      | ..    | 6 28  | 9 45  | 4 8  | ..    | 4 8   |
| 16 1/2  | Staddlethorpe ..    | 9 4     | 11 56 | 2 24  | 5 39  | 7 29  | 5 39  |       | <b>Sheffield.. dep.</b> | 3 45    | ..    | 7 30  | 10 50 | 5 0  | 3 45  | 4 55  |
| 19      | Eastrington ..      | 9 12    | ..    | 2 32  | ..    | 7 37  | 5 47  |       | <b>Swinton</b> .....    | ..      | ..    | 8 1   | 11 25 | 5 14 | ..    | 5 34  |
| 22      | Howden .....        | 9 23    | 12 15 | 2 43  | 5 58  | 7 48  | 5 58  |       | <b>Oakenshaw</b> ..     | 5 1     | ..    | 8 49  | 12 0  | 6 13 | 5 1   | 6 10  |
| 27 1/2  | Cliff .....         | 9 35    | ..    | 3 0   | ..    | 8 0   | 6 10  |       | <b>Liverpool</b> ....   | ..      | ..    | ..    | 8 45  | 2 0  | ..    | ..    |
| 31      | <b>Selby</b> .....  | 10 0    | 12 50 | 3 10  | 6 25  | 8 10  | 6 25  |       | <b>Manchester</b> ..    | ..      | ..    | 6 45  | 10 50 | 3 30 | ..    | 10 50 |
| 55      | Leeds (arrival) ..  | 11 25   | 2 0   | 4 45  | 8 5   | 9 30  | 8 5   |       | <b>Elland</b> .....     | ..      | 6 9   | 8 20  | 12 13 | 5 21 | ..    | 12 13 |
| 51      | York do. ....       | 11 20   | 1 30  | 4 30  | 8 0   | 9 15  | 7 40  |       | <b>Wakefield</b> ....   | ..      | 7 6   | 9 17  | 12 53 | 6 5  | ..    | 12 53 |
| ..      | <b>Newcastle</b> .. | ..      | 5 40  | 8 50  | 11 30 | ..    | 11 30 |       | <b>Normanton</b> ..     | 5 14    | 7 35  | 9 30  | 1 18  | 6 25 | 5 14  | 6 25  |
| 48      | Normanton ..        | 11 0    | 1 30  | 4 20  | 7 30  | 10 35 | 7 30  |       | <b>Newcastle</b> ..     | ..      | ..    | 5 45  | 8 45  | 2 0  | ..    | 2 0   |
| 51      | Wakefield ...       | 11 22   | 1 45  | 5 10  | 8 5   | 11 22 | 7 59  |       | <b>York</b> .....       | ..      | 7 40  | 9 50  | 1 20  | 6 35 | ..    | 6 35  |
| 98      | Manchester ..       | 1 30    | 4 30  | 8 0   | 10 0  | 1 30  | 10 45 |       | <b>Leeds</b> .....      | 5 10    | 7 30  | 9 50  | 1 10  | 6 25 | 5 10  | 6 10  |
| 130     | Liverpool ...       | 3 15    | 6 15  | 10 15 | ..    | 6 15  | p. m. |       | <b>Selby</b> .....      | 6 25    | 8 40  | 11 0  | 2 25  | 7 40 | 6 25  | 7 40  |
| 66      | Swinton .....       | 11 45   | 2 10  | 5 25  | 8 19  | 4 25  | 8 19  |       | <b>Cliff</b> .....      | ..      | 8 49  | 11 12 | ..    | 7 49 | 6 34  | 7 49  |
| 76      | Sheffield (arr.)    | 12 25   | 2 45  | 6 10  | 9 0   | 5 10  | 9 0   |       | <b>Howden</b> .....     | 6 48    | 9 2   | 11 32 | 2 55  | 8 2  | 6 48  | 8 2   |
| 100 1/2 | Ambergate ...       | 1 17    | 3 35  | 7 14  | ..    | 6 14  | ..    |       | <b>Eastrington</b> ..   | ..      | 9 11  | 11 43 | ..    | 8 11 | 6 53  | 8 11  |
| 111     | <b>Derby</b> .....  | 1 50    | 4 15  | 7 50  | 10 18 | 6 50  | 10 18 |       | <b>Staddlethorpe</b>    | 7 6     | 9 19  | 11 53 | 3 13  | 8 19 | 7 6   | 8 19  |
| 126     | Nottingham ..       | 3 20    | 6 35  | 9 25  | ..    | 7 55  | ..    |       | <b>Brough</b> .....     | 7 21    | 9 35  | 12 13 | 3 29  | 8 35 | 7 21  | 8 35  |
| 141     | Leicester (arr.)    | 3 30    | 6 0   | 9 45  | 12 15 | 8 30  | 12 15 |       | <b>Ferriby</b> .....    | 7 31    | 9 43  | 12 21 | 3 37  | 8 44 | 7 31  | 8 44  |
| 152     | <b>Birmingham</b>   | 4 0     | 6 30  | 10 15 | 12 35 | 8 40  | 12 35 |       | <b>Hessle</b> .....     | 7 39    | 9 51  | 12 35 | 3 45  | 8 55 | 7 39  | 8 55  |
| 243     | <b>London</b> ..... | 8 45    | ..    | ..    | 5 32  | ..    | 5 32  |       | <b>Hull</b> .....       | 8 5     | 10 15 | 12 55 | 4 5   | 9 15 | 8 5   | 9 15  |

**Fares.**

|                 | 1 Cls. | 2 Cls. | 3d Cls. |
|-----------------|--------|--------|---------|
|                 | s      | d      | s       |
| Hull to Selby.. | 5      | 0      | 2 6     |
| " York ....     | 8      | 6      | 7 0     |
| " Darlington 21 | 6      | 16     | 0 6     |
| " Newcastle 32  | 0      | 24     | 0       |
| " Carlisle.. 48 | 0      | 36     | 0       |
| " Leeds .. 9    | 6      | 7      | 5 0     |
| " Sheffield 16  | 6      | 12     | 6       |
| " Normanton 9   | 0      | 7      | 4 6     |
| " Derby .. 26   | 6      | 19     | 6       |
| " Manchester 23 | 0      | 15     | 6 10    |
| " Birmingham 36 | 6      | 26     | 0       |
| " London.. 59   | 6      | 41     | 0       |
| " Liverpool 29  | 0      | 19     | 6       |

**UP TRAINS.—Nos. 4 and 6 are Mail trains. DOWN TRAINS.—Nos. 1 & 6 are Mail trains.**

Passengers for the market will be brought to Hull by a special train leaving Selby every Tuesday at 7 25 a.m., calling at all the stations, and also at Wressle Bridge, Bromflut, and Crabley Creek, returning from Hull at 3 30 p.m. to Selby, and the stations.

A carriage sent through from Hull to London by the 11 10 a.m. train; & from London to Hull by the 9 30 a.m. train. On the arrival of the Mail train from London, the Mail Coach will depart from Hull for Scarborough and Whitby, through Beverley, Driffield, Bridlington, Hunmanby, and Eley, returning in time for the Mail train at 4 55 p.m.

An omnibus leaves Goole at 8 a.m. to meet the Nos. 3 up and 4 down trains, returning to Goole immediately on the arrival of Nos. 2 up & 3 down trains. At 1 30 p.m. to meet the Nos. 1 up and 2 down trains, and returns to Goole immediately in both cases. At 4 45 p.m. to meet the Nos. 4 up and 5 down trains, returning to Goole on the arrival of the No. 5 down train. N.B. The Fare includes the Ferry.

The Boston mail from New Holland every morning at 8 o'clock, through Caistor, Market Rasen, and Horncastle, to Lynn, Norwich, and Yarmouth, returning in time for the 4 55 p.m. train. The mail to Lincoln, Peterboro', &c., at 11 a.m.

Coaches from Hull to Beverley at 8 45 a.m., 12 45, & 4, p.m.; also to Cottingham daily. The Wellington at 3 p.m. to Driffield and Bridlington.

| M1. | Manchester<br>to Leeds. | 1               | 2               | 3             | 4               | 5               | 6               | 7               | 8               | 9               | 10              | Sundays. |       |      |       |
|-----|-------------------------|-----------------|-----------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------|-------|------|-------|
|     |                         | 1,2,3<br>class. | 1,2,3<br>class. | 1,3<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1,2,3<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1,2,3<br>class. | 1        | 2     | 3    | 5     |
|     | Depart from             | a.m.            | a.m.            | a.m.          | a.m.            | a.m.            | p.m.            | p.m.            | p.m.            | p.m.            | p.m.            | a.m.     | a.m.  | p.m. | p.m.  |
| 1   | Hunt's Bnk              | 6 45            | ..              | 9 0           | 10 50           | 1 30            | 3 39            | 4 45            | 6 0             | 7 45            | 8 0             | 10 50    | 1 30  | 7 30 |       |
| 5   | Miles Plating Jy.       | 6 48            | ..              | 9 3           | ..              | 1 33            | ..              | ..              | ..              | 7 47            | 8 20            | 10 53    | 1 33  | 7 32 |       |
| 5   | Middleton               | 7 2             | ..              | 9 20          | ..              | 1 50            | 3 46            | 5 0             | 6 15            | 8 4             | 8 20            | 11 5     | 1 50  | 7 49 |       |
| 9   | Blue Pits ....          | 7 14            | ..              | 9 36          | 11 15           | 2 4             | 4 8             | 5 15            | 6 30            | 8 16            | 8 38            | 11 15    | 2 4   | 8 1  |       |
| 11  | Rochdale ..             | 7 20            | ..              | 9 45          | 11 22           | 2 12            | 4 18            | 5 26            | 6 38            | 8 23            | 8 48            | 11 22    | 2 12  | 8 8  |       |
| 14  | Littleborough..         | 7 28            | ..              | 9 55          | ..              | 2 22            | 4 26            | ..              | 6 43            | 8 33            | 8 56            | ..       | 2 22  | 8 18 |       |
| 20  | Tomdorden               | 7 47            | ..              | 10 15         | 11 42           | 2 40            | 4 42            | 5 42            | 7 0             | 8 53            | 9 13            | 11 42    | 2 40  | 8 38 |       |
| 21  | Eastwood ....           | 7 50            | ..              | 10 20         | ..              | 2 44            | ..              | ..              | ..              | ..              | 9 17            | ..       | 2 44  | 8 42 |       |
| 24  | Hebden Bridge           | 8 0             | 9 30            | 10 30         | ..              | 2 56            | 4 58            | 5 55            | 7 15            | 9 6             | 9 33            | ..       | 2 56  | 8 51 |       |
| 26  | Luddenden foot          | 8 7             | 9 36            | 10 40         | ..              | 3 55            | 4 ..            | ..              | ..              | 9 12            | 9 39            | ..       | 3 5   | 8 57 |       |
| 28  | Sowerby Bridge          | 6 0             | 8 12            | 9 44          | 10 50           | 12 8            | 11 5            | 12 6            | 7 29            | 9 16            | 9 47            | 12 8     | 3 12  | 9 1  |       |
| 28  | Halifax .....           | 6 0             | 8 0             | 9 14          | 10 48           | 12 0            | 11 5            | 12 5            | 50              | 7 26            | 9 15            | 9 47     | 12 0  | ..   | 8 53  |
| 31  | Elland .....            | 6 9             | 8 20            | 9 53          | 10 57           | 12 13           | 21 5            | 21 6            | 13 7            | 9 24            | 9 57            | 12 13    | 3 21  | 9 9  |       |
| 34  | Brighouse               | 6 19            | 8 35            | 10 6          | 11 5            | 12 21           | 3 34            | 5 29            | 6 21            | 7 48            | 9 36            | 10 5     | 4 21  | ..   | 9 21  |
| 36  | Cooper Bdg              | 6 30            | 8 44            | 10 16         | 11 15           | 12 30           | 3 42            | 5 37            | 6 30            | 7 52            | 9 44            | 10 13    | 4 30  | ..   | 9 29  |
| 41  | Dewsbury ....           | 6 42            | 8 56            | 10 27         | 11 25           | ..              | 3 52            | 5 47            | 6 40            | 8 2             | 9 55            | 10 25    | ..    | ..   | 9 40  |
| 44  | Horbury .....           | 6 54            | 9 6             | 10 39         | 11 30           | ..              | 4 1             | ..              | ..              | ..              | 10 7            | 10 36    | ..    | ..   | 9 52  |
| 48  | Wakefield..             | 7 6             | 9 17            | 10 50         | 11 50           | 12 53           | 4 10            | 5 6             | 53              | 8 15            | 10 19           | 10 50    | 12 53 | ..   | 10 4  |
| 51  | Normanton               | 7 15            | 9 27            | 11 0          | 12 10           | 1 18            | 4 20            | 6 20            | 7 10            | 8 30            | 10 34           | 11 8     | 1 18  | ..   | 10 23 |
| 60  | Lee's arrival           | 7 40            | 9 50            | 11 25         | 12 30           | 1 38            | 4 45            | 6 45            | 7 30            | 9 0             | 11 0            | 11 30    | 1 38  | ..   | 10 45 |

**Fares.**—Gentlemen's 4-wheeled carriages, 6d. per mile. Parties riding in their own carriage, 2d. per mile; Servants riding outside, and children wagon fare.

### An extra train from Halifax to Leeds on Sundays, at 5 p.m., calling at all the Stations.

Passengers proceeding by the 10 50 a.m. Mail train on Sundays, will have to wait two hours at Normanton, for places south of that station, and until 6 p.m. for Hull and Selby

Lockwood's coach meets the 6 45 a.m. Manchester train at Wakefield for Doncaster; to which place passengers may be booked through at Manchester, in second class carriage and outside road coach, for 7s. [Newcastle.]

No. 1 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, London, York, Selby, Hull, Darlington & No. 2 to Burnley, Colne, & Blackburn; meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Doncaster, Birmingham, Nottingham, Leicester, London, York, Selby, Hull, Darlington, and Newcastle.

No. 3 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, and Derby. [London, York, and Newcastle.]

No. 4 to Burnley; meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Nottingham, Leicester, No. 5 (Mail) meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Mansfield, Derby, Birmingham, Nottingham, Leicester, London, Lincoln, York, Selby, Hull, Darlington, and Newcastle.

No. 6 meets trains at Normanton for Sheffield, Barnsley, Leicester, Nottingham, Derby, York, and Newcastle.—No. 7 meets trns. at Normanton for York, Selby, Hull, Newcastle, and Darlington.

No. 8 to Burnley and Colne; meets the London Mail at Normanton for Sheffield, Barnsley, Chesterfield, Swinton, Derby, Birmingham, Leicester, & London.

**SUNDAYS.**—No. 2 (Mail) to Burnley, meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby Birmingham, Selby, Hull, and London.

Very superior accommodation is afforded at the Normanton Hotel, for those Passengers or Families wishing to go to London, York, Hull Newcastle, &c. by the earliest trains. The 8th & 9th trains from Manchester, by remaining all night at Normanton, are peculiarly adapted for this purpose.

The Sunday trains take 1st, 2nd, and 3rd class carriages.

Passengers may be booked through to London, *via* Hull, on Mondays, Tuesdays, Thursdays, & Saturdays by the train leaving Manchester at 3 30 p.m., and at the principal railway and coach offices in connexion with the line by the above train, at the following fares, which include the Omnibus or Coach fare to the Company's station—2nd class car. & best cabin, £1 2s 6d.; 3rd cl. car. & best cabin, 19s. 6d.; 3rd cl. car. & fore cabin, 13s. 6d.

### Fourth Class, at 1d. per Mile.

To Leeds from Manchester at 6 45 a.m., but will take up no passengers after passing Sowerby Bridge; from Halifax & Sowerby Bridge at 6 a.m., stopping at the Stations. On Sundays from Manchester to Leeds at 8 a.m., stopping at the Stations.



**29** Superintendent, J. M. Laws, R.N. **MANCHESTER AND LEEDS.—51 Miles in length.**

| Miles                           | Leeds to Manchester. |       |         |       |       |       |         |       |       |         |       | Sundays. |       |      | Fourth Class, at 1d. per Mile.—To                                                                                                                                                                                                            |  |
|---------------------------------|----------------------|-------|---------|-------|-------|-------|---------|-------|-------|---------|-------|----------|-------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                                 | 1 & 2                | 1 & 2 | 1, 2, 3 | 1 & 2 | 1 & 2 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1        | 2     | 4    | Manchester from Leeds at 5 40 a.m., but will take up no passengers after passing Halifax & Eland stations; from Halifax at 7 35 p.m., stopping at the Stations. On Sundays, from Leeds to Manchester at 7 15 p.m., stopping at the Stations. |  |
|                                 | class                | class | class   | class | class | class | class   | class | class | class   | class | a.m.     | a.m.  | p.m. | 1st class carriages, charged 2nd class fare; and in 2nd class, waggon fare; and in waggon, without any deduction. Infants in the arms not charged.                                                                                           |  |
| Depart from                     | a.m.                 | ..    | a.m.    | a.m.  | a.m.  | p.m.  | p.m.    | p.m.  | p.m.  | p.m.    | a.m.  | a.m.     | p.m.  |      | <b>Additional Trains from Halifax at 7 and Eland at 7 9 p.m. on Sundays; from Rochdale at 5 p.m. on Week Days.</b>                                                                                                                           |  |
| <b>Leeds</b> .....              | 5 40                 | ..    | 7 30    | 9 0   | 10 40 | ..    | 1 15    | 4 30  | 6 10  | 7 30    | 7 0   | 10 40    | 7 15  |      | <b>OMNIBUSES LEAVE BRADFORD FOR BRIGHOUSE, on week days at 7 40, (8, &amp; 9 10, except on Thursdays,) and 11 a.m.; 1 35, 4 30, and 7 30 p.m.—On SUN-DAYS at 7 40, 11 a.m. and 7 30 p.m.</b>                                                 |  |
| <b>9 Normanton</b> ..           | 6 0                  | ..    | 7 54    | 9 24  | 11 12 | ..    | 1 35    | 4 55  | 6 30  | 7 55    | 7 26  | 11 6     | 7 41  |      | Mallinsons and Co.'s coaches at Brighouse, for Bradford, meets the 2d, 4th, 5th, 6th, 7th, 8th, & 10th week days; and 1st, 2nd, and 3rd Sunday down trains.                                                                                  |  |
| <b>13 Wakefield</b> ..          | 6 8                  | ..    | 8 6     | 9 36  | 11 22 | ..    | 1 45    | 5 10  | 6 42  | 8 5     | 7 44  | 11 22    | 7 59  |      |                                                                                                                                                                                                                                              |  |
| <b>17 Horbury</b> .....         | ..                   | ..    | 8 17    | 9 50  | ..    | ..    | 2 0     | 5 20  | 6 54  | ..      | 7 59  | ..       | 8 14  |      |                                                                                                                                                                                                                                              |  |
| <b>20 Dewsbury</b> .....        | 6 25                 | ..    | 8 28    | 10 0  | ..    | ..    | 2 9     | 5 28  | 7 4   | 8 18    | 8 11  | ..       | 8 26  |      |                                                                                                                                                                                                                                              |  |
| <b>24 Cooper Bdge.</b> ..       | 6 40                 | ..    | 8 42    | 10 10 | 11 46 | ..    | 2 24    | 5 45  | 7 16  | 8 26    | 8 26  | 11 46    | 8 41  |      |                                                                                                                                                                                                                                              |  |
| <b>26 Brighouse</b> .....       | 6 50                 | ..    | 8 52    | 10 18 | 11 57 | ..    | 2 34    | 6 0   | 7 26  | 8 32    | 8 36  | 11 57    | 8 51  |      |                                                                                                                                                                                                                                              |  |
| <b>29 Eland</b> .....           | 7 0                  | 8 9   | 9 3     | 10 28 | 12 9  | ..    | 2 45    | 6 15  | 7 34  | 8 38    | 8 47  | 12 9     | 9 2   |      |                                                                                                                                                                                                                                              |  |
| <b>Halifax</b> .....            | 6 51                 | 8 0   | 8 54    | 10 19 | 12 0  | ..    | 2 36    | 5 5   | 7 25  | 8 29    | 8 38  | 12 0     | 8 53  |      |                                                                                                                                                                                                                                              |  |
| <b>32 Sowerby Bridge</b> ..     | 7 9                  | 8 15  | 9 15    | 10 38 | 12 16 | ..    | 2 51    | 6 25  | 7 42  | 8 45    | 8 57  | 12 16    | 9 12  |      |                                                                                                                                                                                                                                              |  |
| <b>34 Luddenden Foot</b> ..     | ..                   | 8 20  | 9 23    | ..    | ..    | ..    | 3 0     | 6 32  | 7 50  | ..      | 9 4   | ..       | 9 19  |      |                                                                                                                                                                                                                                              |  |
| <b>37 Hebden Bridge</b> ..      | 7 18                 | 8 28  | 9 30    | 10 50 | 12 32 | ..    | 3 11    | 6 42  | 8 2   | 8 59    | 9 12  | 12 32    | 9 27  |      |                                                                                                                                                                                                                                              |  |
| <b>40 Eastwood</b> .....        | Tues.                | 8 39  | 9 41    | ..    | ..    | ..    | ..      | ..    | ..    | ..      | 9 26  | ..       | 9 41  |      |                                                                                                                                                                                                                                              |  |
| <b>41 Todmorden</b> .....       | 7 38                 | 8 45  | 9 51    | 11 6  | 12 48 | 2 0   | 3 27    | 7 0   | 8 22  | 9 13    | 9 32  | 12 48    | 9 47  |      |                                                                                                                                                                                                                                              |  |
| <b>47 Littleborough</b> ..      | 7 54                 | 9 5   | 10 14   | ..    | ..    | 2 18  | 3 45    | 7 15  | 8 36  | ..      | 9 48  | ..       | 10 3  |      |                                                                                                                                                                                                                                              |  |
| <b>50 Rochdale</b> .....        | 8 3                  | 9 15  | 10 25   | 11 30 | 1 8   | 2 30  | 3 57    | 7 25  | 8 42  | 9 37    | 9 58  | 1 8      | 10 13 |      |                                                                                                                                                                                                                                              |  |
| <b>52 Blue Pits</b> .....       | 8 10                 | 9 22  | 10 35   | 11 38 | ..    | 2 38  | 4 5     | 7 34  | ..    | ..      | 10 6  | ..       | 10 21 |      |                                                                                                                                                                                                                                              |  |
| <b>55 Middleton</b> .....       | 8 20                 | 9 30  | 10 45   | 11 48 | 1 18  | 2 50  | 4 15    | 7 45  | 8 58  | ..      | 10 20 | 1 18     | 10 35 |      |                                                                                                                                                                                                                                              |  |
| <b>59 Miles Platting Jun</b> .. | 8 28                 | 9 43  | 10 58   | 11 58 | 1 28  | 2 58  | 4 28    | 7 58  | 9 9   | 9 58    | 10 32 | 1 28     | 10 43 |      |                                                                                                                                                                                                                                              |  |
| <b>60 Manchester</b> .....      | 8 30                 | 9 45  | 11 0    | 12 0  | 1 30  | 3 0   | 4 30    | 8 0   | 9 10  | 10 0    | 10 35 | 1 30     | 10 45 |      |                                                                                                                                                                                                                                              |  |

**OLDHAM BRANCH.**—From Manchester at 7 30, 8 30, 9 30, and 11 a.m. 1, 2, 43, 4, 5 20, 6 30, and 7 50 p.m.

From Oldham at 6 50, 8, 9, 10, and 11 30 a.m. 1 30, 3 30, 4 30, 5 50, 7 10, and 8 3 p.m.

**On Sundays,** from Manchester at 7 40 and 10 a.m., 1, 6 1/2 & 8 15 p.m. From Oldham at 8 10 and 10 45 a.m., 1 30, 7 and 8 45 p.m. FARES from Oldham to Manchester, Heywood, Rochdale. First class carriages, 1s. 6d.; second, 1s.; and waggon, 6d.

Passengers can book through from London by the 6 and 9 1/2 a.m. and 9 p.m. mail train, *via* Derby to Rochdale; to the other stations on the Manchester and Leeds Railway, they must book for Derby.

No. 1 to Oldham, Liverpool, Bolton, Burnley, Blackburn, Preston, & Lancaster, meeting Mail trains at Normanton, from London, Birmingham, Gloucester, Derby, Chesterfield, & Sheffield. No. 2 to Liverpool. No. 3 to York, Oldham, Liverpool, Bolton, Preston, Lancaster, & Chester.

No. 4 to Bolton and Liverpool, meeting trains from York, Hull, Selby, Derby, Sheffield, and Chesterfield.

No. 5 (Mail) to Oldham, Liverpool, Bolton, Preston, Fleetwood, Blackpool, Southport, & Lancaster, meeting trains from Newcastle, York, Darlington, and Hull.

No. 6 to Oldham, Birmingham, Chester, & Liverpool. No. 7 to Oldham, Liverpool, Bolton, & Preston, meeting trains from Nottingham, Birmingham, Leicester, Derby, Chesterfield, Sheffield, Hull, Selby, York, and Darlington. No. 9 to Burnley, Oldham, and Liverpool, meeting trns from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, Barnsley, York, Hull, Selby, & Darlington.

No. 10 meeting trains from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, and Sheffield.

No. 11 mail, meeting trains from Derby, Chesterfield, Sheffield, York, Selby, Darlington, Newcastle, and Hull.

**SUNDAYS.**—No. 1 to Oldham, meeting trains from York.

No. 2 (Mail) meeting trains from York, Hull, Derby, and Sheffield.

No. 4 meeting trains from Derby, Chesterfield, Sheffield, Hull, York, Darlington, and Edinburgh.

The VICTORIA REFRESHMENT ROOMS, by VANTINI and MARRIEX, are now open, where Breakfasts, Luncheons, Dinners, Soup, Tea, and Coffee, are always ready, which, with their Wines, Spirits, and Malt Liquors, &c., of the best description, may be had at most moderate charges.

**Liverpool to Manchester**

| 1st class<br>Trains. | 2nd class<br>Through<br>Trains. | 2nd class<br>Road<br>Trains. | 3rd class<br>Road<br>Trains. | 1st class<br>Trains. | 2nd class<br>Through<br>Trains. | 2nd class<br>Road<br>Trains. | 3rd class<br>Road<br>Trains. |
|----------------------|---------------------------------|------------------------------|------------------------------|----------------------|---------------------------------|------------------------------|------------------------------|
| 8 a.m. ....          | .....                           | 7 15 a.m.                    | 6 45 a.m.                    | 8 15 a.m.            | .....                           | 7 15 a.m.                    | 6 45 a.m.                    |
| 8 45 " ....          | .....                           | .....                        | .....                        | 9 0 " ....           | .....                           | 11 15 " ....                 | .....                        |
| 10 15 a.m. ....      | .....                           | 10 30 " ....                 | .....                        | 10 15 a.m. ....      | .....                           | .....                        | .....                        |
| 12 0 noon ....       | .....                           | .....                        | .....                        | 12 15 noon ....      | .....                           | .....                        | .....                        |
| 2 0 p.m. ....        | 2 15 p.m.                       | 2 30 p.m.                    | .....                        | 2 0 p.m. ....        | 2 15 p.m.                       | 2 45 p.m.                    | .....                        |
| 4 0 " ....           | 4 15 " ....                     | 5 30 " ....                  | .....                        | 5 0 " ....           | 5 15 " ....                     | 5 30 " ....                  | .....                        |
| 7 45 " ....          | .....                           | .....                        | 6 30 p.m.                    | 8 20 " ....          | .....                           | .....                        | 6 15 p.m.                    |

\* Stopping at Huyton Gate, Rainhill, St. Helens Junction, Newton, Parkside, Kenyon Junction, Bury-Lane, and Patricroft.

**On Sundays.**

|                |       |           |           |       |           |           |
|----------------|-------|-----------|-----------|-------|-----------|-----------|
| 4 45 p.m. .... | ..... | 5 0 a.m.  | 7 15 a.m. | ..... | 8 15 a.m. | 7 30 a.m. |
| 7 45 " ....    | ..... | 5 30 p.m. | 8 15 p.m. | ..... | 5 30 p.m. | 5 30 p.m. |

\* Stopping as on other days.

\* Stopping as on other days.

**Fares.**

|                                                       |         |
|-------------------------------------------------------|---------|
| By first class carriage, four inside, royal mail .... | 6s. 6d. |
| " ditto six inside, glass coach. ....                 | 6s. 0d. |
| " second class carriage ....                          | 4s. 0d. |
| " third class carriage ....                           | 2s. 6d. |

Passengers by the first class trains may take a ticket entitling them to be conveyed to Liverpool or Manchester and back the same day for 10s. Mails 6d. additional each way.

Children under 12 years, half price; in the arms, under 4 years, free.

Horses: For one horse 14s.; two horses 20s.; three horses 24s.

**From Warrington to Manchester.**

4 3 mail, 7 40 & 9 59 a.m., 2 16 & 5 8 p.m. mails;—on Sundays, 4 3 mail, & 8 a.m., 2 16 & 5 8 p.m. mails.

**From Manchester to Warrington.**

4 mail, 7 1/2 & 11 1/2 a.m. mail, 2 1/2, mail, 5 & 8 1/2 p.m. mail; Sundays 4 mail, 7 1/2 and 11 1/2 a.m. mail, and 8 1/2 p.m. mail.

Fare—From Manchester to Warrington, 3s. second class.

**To Fleetwood, Poulton (for Blackpool), & Lytham.**

**FROM LIVERPOOL.**

|                |       |
|----------------|-------|
| 8 0 a.m. ....  | Mixed |
| 2 15 p.m. .... | Do.   |
| 4 30 " ....    | Do.   |

**FROM MANCHESTER.**

|                |       |
|----------------|-------|
| 8 15 a.m. .... | Mixed |
| 2 30 p.m. .... | Do.   |
| 4 45 " ....    | Do.   |

FARES from Liverpool or Manchester to Fleetwood, 11s. 6d. & 8s.

|   |   |   |                            |
|---|---|---|----------------------------|
| " | " | " | Poulton 10s. 6d. & 7s. 3d. |
| " | " | " | Lytham, 10s. 6d. & 7s. 6d. |

**To Lancaster.**

**FROM LIVERPOOL.**

|                |           |
|----------------|-----------|
| 8 0 a.m. ....  | Mixed     |
| 10 15 " ....   | Mixed     |
| 2 15 p.m. .... | 2nd Class |
| 4 30 " ....    | Mixed     |
| 7 45 " ....    | ditto.    |

**FROM MANCHESTER.**

|                |           |
|----------------|-----------|
| 8 15 a.m. .... | Mixed     |
| 10 30 " ....   | Mixed     |
| 2 30 p.m. .... | 2nd Class |
| 4 45 " ....    | Mixed     |
| 8 20 " ....    | ditto.    |

FARES from Liverpool or Manchester, 13s.—8s. 6d.

**To Bolton.**

**FROM LIVERPOOL.**

|               |                   |
|---------------|-------------------|
| 7 15 a.m. ..  | Mixed & 3rd class |
| 8 45 " ....   | First Class       |
| 10 30 " ....  | Mixed             |
| 4 0 p.m. .... | Do.               |
| 6 20 " ....   | Third class       |

**FROM MANCHESTER.**

|              |                   |
|--------------|-------------------|
| 7 15 a.m. .. | Mixed & 3rd class |
| 9 0 " ....   | First Class       |
| 11 15 " .... | Mixed             |
| 2 45 " ....  | Mixed             |
| 6 30 " ..    | Mixed & 3rd class |

**ON SUNDAYS.**

|                |                   |
|----------------|-------------------|
| 7 30 a.m. ..   | Mixed & 3rd class |
| 5 30 p.m. .... | Do.               |
| 7 30 a.m. ..   | Mixed & 3rd class |
| 5 30 p.m. .... | Do.               |

FARES from Liverpool, 1st class, 5s. 6d.; 2nd class, 4s.; 3rd class, 2s. 5d.; and from Manchester 2s. 6d.—2s.—and 1s. 11d.

**To Preston and Wigan.—See North Union Table.**

**To St. Helens.**

**FROM LIVERPOOL.**

|                |            |
|----------------|------------|
| 6 45 a.m. .... | 3rd Class  |
| 8 0 " ....     | 1st Class  |
| 10 30 " ....   | 2nd Class  |
| 2 0 p.m. ....  | 1st Class. |
| 2 30 " ....    | 2nd Class  |
| 5 30 " ....    | 2nd Class  |
| 6 30 " ....    | 3rd Class  |
| 7 45 " ....    | 2nd "      |

**FROM MANCHESTER.**

|                |           |
|----------------|-----------|
| 6 30 a.m. .... | 3rd Class |
| 7 15 " ....    | 2nd "     |
| 10 30 " ....   | 1st Class |
| 11 15 " ....   | 2nd Class |
| 2 0 p.m. ....  | 1st Class |
| 2 45 " ....    | 2nd Class |
| 5 30 " ....    | Do.       |
| 6 30 " ....    | 3rd Class |

**ON SUNDAYS.**

|                       |           |
|-----------------------|-----------|
| 7 30 a.m. & 5 30 p.m. | 3rd Class |
| 8 0 a.m. & 7 45 p.m.  | 2nd "     |
| 7 30 a.m. & 5 30 p.m. | 3rd Class |
| 8 15 a.m.             | 2nd Class |

FARES from Liverpool, first class 2s. 6d.; 2nd class 1s. 6d.; 3rd class 1s.; and from Manchester 4s., 3s., and 1s. 10d.

**Southport.**—Passengers and Parcels may be booked through to Southport at the Company's Offices, Market-street and Victoria Station, Manchester, by the 2 p.m. train daily (Sundays excepted) also by the 11 15 a.m. train, during the Summer months.

Fares.—From Manchester to Southport, Inside 10s. Outside 7s.



## BIRMINGHAM &amp; GLOUCESTER.

| BIRMINGHAM & GLOUCESTER. |                        |       |       |       |       |       |       |       |       |       |       |       |        |       |       |     |
|--------------------------|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-----|
| Miles                    | DOWN TRAINS.           | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | Fares. |       |       |     |
|                          | DEPARTURE FROM         | a. m. | a. m. | a. m. | a. m. | noon  | a. m. | p. m. | p. m. | p. m. | p. m. | p. m. | 1Cls.  | 2Cls. | 3Cls. |     |
|                          | BIRMINGHAM.....        | 1 0   |       |       | 8 50  |       | 11 45 |       | 2 45  | 5 0   |       | 7 0   | s. d.  | s. d. | s. d. |     |
| 2                        | Camp Hill.....         |       |       | 6 40  |       |       |       |       |       |       |       | 7 10  |        |       |       |     |
| 4                        | Moseley.....           |       |       | 6 45  |       |       |       |       |       |       |       | 7 15  |        |       |       |     |
| 9                        | Longbridge.....        |       |       | 7 10  | 9 10  |       |       |       |       |       |       | 7 30  |        |       |       |     |
| 11                       | Barnt Green.....       |       |       | 7 25  | 9 15  |       |       |       |       |       |       | 7 35  | 3 0    | 2 0   | 1 0   |     |
| 13                       | Blackwell.....         |       |       | 7 35  | 9 20  |       | 12 18 |       | 3 20  | 5 30  |       | 7 50  | 3 0    | 2 6   | 1 0   |     |
| 15                       | BROMSGROVE.....        | 1 45  |       | 7 45  | 9 30  |       | 12 28 |       | 3 30  | 5 50  |       | 8 0   | 3 6    | 2 6   | 1 6   |     |
| 17                       | Stoke Works.....       |       |       | 7 52  |       |       |       |       | 3 37  |       |       | 8 6   | 4 6    | 3 0   | 2 0   |     |
| 20                       | DROITWICH.....         |       |       | 8 0   | 9 40  |       | 12 40 |       | 3 44  | 6 5   |       | 8 16  | 5 6    | 4 0   | 2 0   |     |
| 22                       | Dunhamstead.....       | 1 59  |       | 8 5   |       |       |       |       |       |       |       | 8 20  |        |       |       |     |
| 26                       | SPETCHLEY.....         | 2 17  |       | 8 25  | 10 0  |       | 12 56 |       | 4 0   | 6 18  |       | 8 40  |        |       |       |     |
| 30                       | WORCESTER {arriv. 2 47 |       |       | 9 0   | 10 35 |       | 1 30  |       | 4 35  | 6 53  |       | 9 15  | 7 0    | 4 6   | 2 6   |     |
|                          | { dep. 1 41            |       |       | 7 45  | 9 20  |       | 12 15 |       | 3 20  | 5 38  |       | 8 0   |        |       |       |     |
| 28                       | Norton.....            |       |       | 8 30  |       |       |       |       |       |       |       | 8 45  |        |       |       |     |
| 29                       | WADBOROUGH.....        |       |       | 8 36  |       |       |       |       |       |       |       | 8 50  | 7 0    | 4 6   | 3 0   |     |
| 32                       | Besford.....           |       |       | 8 40  |       |       |       |       |       |       |       | 8 54  |        |       |       |     |
| 33                       | Bedford.....           |       |       | 8 55  |       |       | 1 18  |       | 4 20  | 6 40  |       | 9 5   | 8 6    | 5 6   | 3 6   |     |
| 34                       | Eckington.....         |       |       | 9 2   | 10 22 |       |       |       |       |       |       | 9 10  | 9 0    | 6 0   | 3 6   |     |
| 37                       | Bredon.....            |       |       | 9 15  |       |       |       |       | 4 30  |       |       | 9 25  | 9 6    | 6 6   | 4 0   |     |
| 39                       | ASHCHURCH.....         | 2 54  |       | 9 25  | 10 37 |       | 1 36  |       | 4 38  | 7 5   |       | 9 34  | 10 0   | 7 0   | 4 6   |     |
| 41                       | TEWKESBURY {arr 3 9    |       |       | 9 35  | 10 47 |       | 1 46  |       | 4 48  | 7 15  |       | 9 40  | 10 6   | 7 6   | 4 6   |     |
|                          | { dp. 2 34             |       |       | 9 18  | 10 30 |       | 1 30  |       | 4 31  | 6 58  |       | 9 20  |        |       |       |     |
|                          | Cleeve.....            |       |       | 9 30  |       |       |       |       |       |       |       | 9 46  |        |       |       |     |
| 46                       | CHELTENHAM.....        | 3 12  | 8 45  | 9 50  | 11 0  | 12 0  | 1 55  | 4 20  | 5 0   | 7 30  | 8 0   | 10 6  | 12 0   | 9 0   | 5 0   |     |
| 48                       | Badgworth.....         |       |       |       |       |       |       |       |       |       |       |       |        |       |       |     |
| 53                       | GLOUCESTER {arr. 3 30  |       |       | 9 0   | 10 15 | 11 25 | 12 15 | 2 10  | 4 35  | 5 20  | 7 45  | 8 15  | 10 30  | 14 0  | 10 6  | 5 6 |

First and second class carriages with all the trains. Third class carriages with trains Nos. 1 and 9 from Gloucester, and 3 and 11 from Birmingham.

Only the mail trains run on Sundays.

— 0 5 0 —

| Miles | UP TRAINS.             | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | Fares. |        |        |
|-------|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|
|       | DEPARTURE FROM         | a. m. | a. m. | a. m. | a. m. | a. m. | p. m. | p. m. | p. m. | p. m. | p. m. | p. m. | 1 Cls. | 2 Cls. | 3 Cls. |
| 53    | GLOUCESTER.....        | 5 15  | 7 45  | 8 15  | 10 30 | 11 30 | 1 0   | 3 10  | 3 40  | 6 0   | 7 0   | 8 50  | s. d.  | s. d.  | s. d.  |
| 48    | Badgworth.....         |       |       |       |       |       |       |       |       |       |       |       |        |        |        |
| 48    | CHELTENHAM.....        | 5 35  | 8 3   | 8 35  | 10 48 | 11 50 | 1 18  | 3 29  | 4 0   | 6 20  | 7 20  | 9 10  | 1 6    | 1 0    | 0 6    |
| 46    | Cleeve.....            | 5 45  |       |       |       |       |       |       |       | 6 25  |       |       |        |        |        |
| 39    | ASHCHURCH.....         | 6 0   | 8 20  |       | 11 5  |       | 1 36  | 3 47  |       | 6 38  |       | 9 26  | 3 0    | 2 6    | 1 6    |
| 16    | TEWKESBURY {arr 6 10   |       | 8 30  |       | 11 13 |       | 1 46  | 3 57  |       | 6 48  |       | 9 40  | 3 0    | 2 6    | 1 6    |
|       | {dp. 5 52              |       | 8 10  |       | 10 58 |       | 1 30  | 3 40  |       | 6 30  |       | 9 20  |        |        |        |
| 16    | Bredon.....            | 6 8   | 8 27  |       |       |       |       |       |       | 6 43  |       |       |        |        |        |
| 20    | Eckington.....         | 6 20  | 8 35  |       |       |       | 1 45  |       |       | 6 50  |       |       | 4 0    | 3 0    | 1 6    |
| 21    | Besford.....           | 6 25  | 8 40  |       | 11 20 |       |       |       |       | 6 55  |       |       | 5 0    | 3 6    | 2 0    |
| 24    | Wadborough.....        | 6 29  |       |       |       |       |       |       |       | 7 0   |       |       | 5 0    | 3 6    | 2 0    |
| 25    | Norton.....            | 6 35  | 4 48  |       |       |       |       |       |       | 7 5   |       |       | 6 0    | 4 0    | 2 6    |
| 27    | SPETCHLEY.....         | 6 40  |       |       |       |       |       |       |       | 7 15  |       |       |        |        |        |
| 31    | WORCESTER {arriv. 6 50 |       | 8 58  |       | 11 40 |       | 2 10  | 4 20  |       | 7 35  |       | 10 6  | 9 0    | 6 0    | 3 6    |
|       | {dep. 7 25             |       | 9 33  |       | 12 1  |       | 2 45  | 4 55  |       | 8 10  |       | 10 36 | 9 0    | 6 6    | 4 0    |
| 31    | Dunhamstead.....       | 7 10  |       |       |       |       | 1 30  | 3 40  |       | 6 55  |       | 9 26  |        |        |        |
| 33    | Droitwich.....         | 7 20  | 9 15  |       | 11 55 |       | 2 30  | 4 38  |       | 7 45  |       | 10 23 | 9 0    | 6 0    | 3 6    |
| 36    | Stoke Works.....       | 7 35  |       |       |       |       | 2 40  |       |       | 7 55  |       |       | 9 0    | 6 6    | 4 0    |
| 38    | BROMSGROVE.....        | 7 45  | 9 35  |       | 12 10 |       | 2 46  | 5 0   |       | 8 5   |       | 10 35 | 9 6    | 6 6    | 4 0    |
| 40    | Blackwell.....         | 8 0   | 9 50  |       |       |       | 2 58  |       |       | 8 30  |       |       | 10 6   | 7 0    | 4 6    |
| 42    | Barnt Green.....       | 8 10  | 9 55  |       |       |       | 3 5   |       |       | 8 36  |       |       | 12 0   | 8 0    | 5 0    |
| 44    | Longbridge.....        | 8 20  |       |       |       |       |       |       |       | 8 46  |       |       |        |        |        |
| 49    | Moseley.....           | 8 36  |       |       |       |       |       |       |       | 9 0   |       |       |        |        |        |
| 51    | Camp Hill.....         | 8 45  |       |       |       |       |       |       |       | 9 5   |       |       |        |        |        |
| 53    | BIRMINGHAM {arr. 9 0   |       | 10 30 |       | 1 0   |       | 3 40  | 5 45  |       | 9 15  |       | 11 20 | 14 0   | 10 6   | 5 6    |

DAY TICKETS from Cheltenham to Gloucester,

First Class, 2s.

Second Class, 1s. 6d.

| Miles  | Up Trains.              |      |       |       |      |      |        |       |       |      | Down Trains. |      |       |        |      |      |      |       |       |      |
|--------|-------------------------|------|-------|-------|------|------|--------|-------|-------|------|--------------|------|-------|--------|------|------|------|-------|-------|------|
|        | 1                       | 2    | 3     | 4     | 5    | 6    | Fares. | 1     | 2     | 3    | 4            | 5    | 6     | Fares. | 1    | 2    | 3    | 4     | 5     | 6    |
|        | TRAINS LEAVE            |      |       |       |      |      |        |       |       |      | TRAINS LEAVE |      |       |        |      |      |      |       |       |      |
|        | BRISTOL at.....         | 6 0  | 8 20  | 11 0  | 1 40 | 4 0  | 7 5    | 8 40  | 11 0  | 1 40 | 4 0          | 7 5  | 8 40  | 11 0   | 1 40 | 4 0  | 7 5  | 8 40  | 11 0  | 1 40 |
| 10 1/2 | Yate .....              | 6 25 | 8 45  | 11 25 | 2 4  | 4 38 | 7 30   | 8 45  | 11 25 | 2 4  | 4 38         | 7 30 | 8 45  | 11 25  | 2 4  | 4 38 | 7 30 | 8 45  | 11 25 | 2 4  |
| 15     | Wickwar .....           | 6 41 | 9 0   | 11 41 | 2 23 | 4 45 | 7 40   | 9 0   | 11 41 | 2 23 | 4 45         | 7 40 | 9 0   | 11 41  | 2 23 | 4 45 | 7 40 | 9 0   | 11 41 | 2 23 |
| 17     | Charfield .....         | 6 54 | 9 20  | 11 54 | 2 35 | 4 58 | 7 50   | 9 20  | 11 54 | 2 35 | 4 58         | 7 50 | 9 20  | 11 54  | 2 35 | 4 58 | 7 50 | 9 20  | 11 54 | 2 35 |
| 22 1/2 | Dursley and Berkeley .. | 7 10 | 9 36  | 12 10 | 2 51 | 5 16 | 8 20   | 9 36  | 12 10 | 2 51 | 5 16         | 8 20 | 9 36  | 12 10  | 2 51 | 5 16 | 8 20 | 9 36  | 12 10 | 2 51 |
| 24 1/2 | Procester .....         | 7 30 | 9 56  | 12 30 | 3 10 | 5 35 | 8 35   | 9 56  | 12 30 | 3 10 | 5 35         | 8 35 | 9 56  | 12 30  | 3 10 | 5 35 | 8 35 | 9 56  | 12 30 | 3 10 |
| 27 1/2 | Stonehouse .....        | 7 40 | 10 06 | 12 40 | 3 20 | 5 45 | 8 45   | 10 06 | 12 40 | 3 20 | 5 45         | 8 45 | 10 06 | 12 40  | 3 20 | 5 45 | 8 45 | 10 06 | 12 40 | 3 20 |
| 37 1/2 | GLOUCESTER. .... arr.   | 7 50 | 10 16 | 12 50 | 3 30 | 5 55 | 8 55   | 10 16 | 12 50 | 3 30 | 5 55         | 8 55 | 10 16 | 12 50  | 3 30 | 5 55 | 8 55 | 10 16 | 12 50 | 3 30 |

Only the mail trains run on Sunday, to which third class carriages are attached. Third class slow trains leave Gloucester at 9 a.m. and Bristol at 4.30 p.m. every day except Sunday, calling at the intermediate stations, carrying passengers at the rate of 1d. per mile.  
Passengers travelling in their own carriages will be carried at 2nd class fares, in addition to the charge for the carriage.

Sec., J. Plattford. **SHEFFIELD, ASHTON-UNDER-LINE, & MANCHESTER.** Engr., J. Locke.

| Trains leave   | From Manchester to Woodhead. |      |      |      |       |       |       |      |      |      | Fares. |      |      |      |      |       |       |       |       |      |
|----------------|------------------------------|------|------|------|-------|-------|-------|------|------|------|--------|------|------|------|------|-------|-------|-------|-------|------|
|                | 1                            | 2    | 3    | 4    | 5     | 6     | 7     | 8    | 9    | 10   | 11     | 12   | 13   | 14   | 15   | 16    | 17    | 18    | 19    | 20   |
| London-rd.     | a.m.                         | a.m. | a.m. | a.m. | a.m.  | a.m.  | p.m.  | p.m. | p.m. | p.m. | p.m.   | p.m. | p.m. | p.m. | p.m. | p.m.  | p.m.  | p.m.  | p.m.  | p.m. |
| Manchr.        | ..                           | ..   | ..   | 8 45 | *9 45 | 11 0  | 12 15 | 1 0  | 3 0  | 4 0  | 5 0    | 6 0  | 7 0  | 8 0  | 9 0  | 10 0  | 11 0  | 12 0  | 1 0   | 2 0  |
| Ardwick ..     | ..                           | ..   | ..   | 8 48 | 9 48  | 11 3  | 12 18 | 1 3  | 3 3  | 4 3  | 5 3    | 6 3  | 7 3  | 8 3  | 9 3  | 10 3  | 11 3  | 12 3  | 1 3   | 2 3  |
| Gorton ..      | ..                           | ..   | ..   | 8 52 | 9 52  | 11 7  | 12 22 | 1 7  | 3 7  | 4 7  | 5 7    | 6 7  | 7 7  | 8 7  | 9 7  | 10 7  | 11 7  | 12 7  | 1 7   | 2 7  |
| Fairfield ..   | ..                           | ..   | ..   | 8 57 | 9 57  | 11 11 | 12 27 | 1 12 | 3 12 | 4 12 | 5 12   | 6 12 | 7 12 | 8 12 | 9 12 | 10 12 | 11 12 | 12 12 | 1 12  | 2 12 |
| Ashton ..      | ..                           | ..   | ..   | 9 41 | 10 41 | 11 19 | 12 34 | 1 19 | 3 19 | 4 19 | 5 19   | 6 19 | 7 19 | 8 19 | 9 19 | 10 19 | 11 19 | 12 19 | 1 19  | 2 19 |
| Dukinfield ..  | ..                           | ..   | ..   | 9 7  | 10 7  | 11 22 | 12 37 | 1 22 | 3 22 | 4 22 | 5 22   | 6 22 | 7 22 | 8 22 | 9 22 | 10 22 | 11 22 | 12 22 | 1 22  | 2 22 |
| Newton ..      | 7 0                          | 8 0  | 8 15 | 9 13 | 10 13 | 11 28 | 12 43 | 1 28 | 3 28 | 4 28 | 5 28   | 6 28 | 7 28 | 8 28 | 9 28 | 10 28 | 11 28 | 12 28 | 1 28  | 2 28 |
| Broadbottom .. | 7 8                          | 8 8  | 8 26 | 9 24 | 10 24 | 11 39 | 12 54 | 1 39 | 3 39 | 4 39 | 5 39   | 6 39 | 7 39 | 8 39 | 9 39 | 10 39 | 11 39 | 12 39 | 1 39  | 2 39 |
| Glossop ..     | 7 15                         | 8 15 | 8 32 | 9 30 | 10 30 | 11 45 | 1 0   | 1 45 | 3 45 | 4 45 | 5 45   | 6 45 | 7 45 | 8 45 | 9 45 | 10 45 | 11 45 | 12 45 | 1 45  | 2 45 |
| Hadfield ..    | ..                           | ..   | ..   | 8 37 | ..    | 10 35 | ..    | ..   | 1 50 | ..   | 4 50   | ..   | 6 50 | ..   | 8 50 | ..    | 10 50 | ..    | 12 50 | ..   |
| Woodhd.        | ..                           | ..   | ..   | 8 57 | ..    | 10 55 | ..    | ..   | 2 10 | ..   | 5 10   | ..   | 7 10 | ..   | 9 10 | ..    | 11 10 | ..    | 1 10  | ..   |

| Stations.      | From Woodhead to Manchester. |      |       |       |       |       |      |      |      |      | Fares. |      |      |      |       |       |       |      |      |      |
|----------------|------------------------------|------|-------|-------|-------|-------|------|------|------|------|--------|------|------|------|-------|-------|-------|------|------|------|
|                | 1                            | 2    | 3     | 4     | 5     | 6     | 7    | 8    | 9    | 10   | 11     | 12   | 13   | 14   | 15    | 16    | 17    | 18   | 19   | 20   |
| Woodhd.        | ..                           | ..   | ..    | *9 25 | ..    | 11 25 | ..   | 2 25 | ..   | ..   | ..     | 6 25 | 7 45 | ..   | ..    | ..    | ..    | ..   | ..   | ..   |
| Hadfield ..    | ..                           | ..   | ..    | 9 38  | ..    | 11 38 | ..   | 2 38 | ..   | ..   | ..     | 6 38 | 7 58 | ..   | ..    | ..    | ..    | ..   | ..   | ..   |
| Glossop ..     | 7 30                         | 8 30 | 9 45  | 10 45 | 11 45 | 1 45  | 2 45 | 3 45 | 4 45 | 5 45 | 6 45   | 7 45 | 8 45 | 9 45 | 10 45 | 11 45 | 12 45 | 1 45 | 2 45 | 3 45 |
| Broadbottom .. | 7 36                         | 8 36 | 9 51  | 10 51 | 11 51 | 1 51  | 2 51 | 3 51 | 4 51 | 5 51 | 6 51   | 7 51 | 8 51 | 9 51 | 10 51 | 11 51 | 12 51 | 1 51 | 2 51 | 3 51 |
| Newton ..      | 7 45                         | 8 45 | 10 01 | 11 01 | 12 02 | 0 3   | 0 4  | 0 5  | 0 6  | 0 7  | 0 8    | 0 9  | 0 10 | 0 11 | 0 12  | 0 13  | 0 14  | 0 15 | 0 16 | 0 17 |
| Dukinfield ..  | 7 51                         | 8 51 | 10 01 | 11 01 | 12 02 | 0 3   | 0 4  | 0 5  | 0 6  | 0 7  | 0 8    | 0 9  | 0 10 | 0 11 | 0 12  | 0 13  | 0 14  | 0 15 | 0 16 | 0 17 |
| Ashton ..      | 7 55                         | 8 55 | 10 10 | 11 10 | 12 10 | 0 3   | 0 4  | 0 5  | 0 6  | 0 7  | 0 8    | 0 9  | 0 10 | 0 11 | 0 12  | 0 13  | 0 14  | 0 15 | 0 16 | 0 17 |
| Fairfield ..   | 8 19                         | 9 19 | 10 16 | 11 16 | 12 16 | 0 3   | 0 4  | 0 5  | 0 6  | 0 7  | 0 8    | 0 9  | 0 10 | 0 11 | 0 12  | 0 13  | 0 14  | 0 15 | 0 16 | 0 17 |
| Gorton ....    | 8 49                         | 9 49 | ..    | 11 19 | 12 19 | 0 3   | 0 4  | 0 5  | 0 6  | 0 7  | 0 8    | 0 9  | 0 10 | 0 11 | 0 12  | 0 13  | 0 14  | 0 15 | 0 16 | 0 17 |
| Ardwick ..     | 8 59                         | 9 59 | 10 23 | 11 23 | 12 23 | 0 3   | 0 4  | 0 5  | 0 6  | 0 7  | 0 8    | 0 9  | 0 10 | 0 11 | 0 12  | 0 13  | 0 14  | 0 15 | 0 16 | 0 17 |
| Manchr.        | 8 11                         | 9 11 | 10 26 | 11 26 | 12 26 | 0 3   | 0 4  | 0 5  | 0 6  | 0 7  | 0 8    | 0 9  | 0 10 | 0 11 | 0 12  | 0 13  | 0 14  | 0 15 | 0 16 | 0 17 |

**Sunday Trains.**—To Manchester: from Woodhead, 8.15 a.m., \*12.25, 4.45, and 6.25 p.m.; from Glossop at 7.30 a.m.; from Newton at 2 and 6.15 p.m. From Glossop to Newton at 8.15 and 9.10 p.m.

From Manchester: to Woodhead, 8.45 and \*9.45 a.m., \*2 and 6.30 p.m.; to Glossop at 7.15 and 8.15 p.m.; to Newton at 3 p.m.

From Newton: to Glossop at 7 a.m.; to Woodhead at 7.15 a.m.

Trains marked thus (\*) are in connexion with coaches to & from Sheffield.

Covered third class carriages, with seats, are attached to these trains.

COACHES will leave Sheffield on week-days at 7.45, 8.15, and 11.30 a.m., and 3.15 p.m. arriving at Woodhead in time for the 9.25 & 11.25 a.m. and 6.25 p.m. trains to Manchester; and on Sundays at 9 a.m., arriving at Woodhead in time for the 12.25 p.m. train to Manchester.

Passengers and Parcels booked for Sheffield at the Company's Office, 107, Market-street, Manchester, by the 9.45 a.m., 1.4, & 6 p.m. trains, arriving at Sheffield in time to meet the trains and conveyances to Derby, Chesterfield, Nottingham, Loughboro' Leicester, &c.; and on Sundays by the 9.45 a.m. and 2 p.m. trains.

On Saturdays:—From Manchester to Glossop at 2.5 p.m.; from Newton to Manchester at 1 p.m.

DOUBLE TICKETS from Manchester to Woodhead and back the same day, first class, 4s. 6d.; second, 3s. 6d.; third, 2s. 6d.



### 33 MANCHESTER, BOLTON, & PRESTON.

Secretary & Superintendant, John Hawkshaw.

#### Manchester to Bolton, Chorley, Preston, and Lancaster.

8 15 and 10 30 a.m., 2½ and 7 45 p.m. On Sundays, 7 8 a.m., except Preston, and 7 45 p.m. To Fleetwood, at 8 a.m.  
**Preston to Chorley, Bolton, and Manchester.**  
 7 8.5 and 10 25 a.m., 2.25 and 7 8 p.m. On Sundays, 7 8 a.m. & 8 p.m.  
**Lancaster to Preston, Chorley, Bolton, and Manchester.**

6 50 and 9 15 a.m., 1.10 and 6 55 p.m. Or Sundays, at 6 55 p.m.  
**Manchester to Southport**—2 30 p.m.—Southport to Manchester at 12 noon. On Sundays, at 4 45 p.m.  
**Fleetwood to Manchester**—7 and 9 a.m., and 4 p.m. On Sundays, at 4 p.m.

#### Manchester to Blackburn.

On week days by the 7 15 a.m., 2 30, & 7 45 p.m. trains.  
 Blackburn to Manchester, 7 a.m. and 3 30 p.m.

#### Manchester to Bolton.

Stopping at all the stations, 7 & 7 10 a.m., 1½, 7 4, 7 6½, 7 7½, and 8 30 p.m.

Stopping at Stoneclough, 8 15 and 10 30 a.m., 2½ & 7 45 p.m.; Stoneclough and Farnworth, 11 30 a.m.

Cheap trains at 1d. per mile, 7 a.m. and 8½ p.m., stopping.

#### Bolton to Manchester

Stopping at all the stations, 7, 7 8, & 10 a.m., 1½, 5 20, 7 & 8 p.m.  
 Stopping at Stoneclough, 7 10 and 11 30 a.m., 12½, 3 30 & 7 9 p.m.  
 Cheap trains at 1d. per mile, 7 a.m. and 8 p.m., stopping.

**On Sundays**—From Manchester to Bolton, (8 a.m., cheap train), 7 1 and 7 8 p.m., stopping at all the stations.  
 7 45 p.m. stopping at Stoneclough

From Bolton to Manchester, 7 1½ a.m., 7 2 (and 7 p.m., cheap train), stopping at all the stations; & 7 9 p.m. stopping at Stoneclough.

+ Third class carriages are attached to these trains.

**MANCHESTER to GLASGOW**, every Monday, Tuesday, Thursday, and Friday, at 4 55 p.m.

**MANCHESTER to LONDONDERRY**, every Thursday, at 4 55 p.m.

**MANCHESTER to BELFAST**, every Monday, Wednesday, and Saturday, at 4 55 p.m.

**Fares**—Manchester to Bolton, 2s. 6d., 1s. 6d., 1s.; Horwich & Blackrod, 4s., 2s. 6d., 1s. 9d.; Adlington, 4s. 6d., 3s. 0d., 2s.; Chorley, 5s., 3s., 2s.; Euxton, 6s., 3s. 9d., 2s. 6d.; Southport (including coach) 10s., 7s.; Preston, 7s. 6d., 4s. 6d., 3s.; Lancaster, 13s., 8s. 0d., 5s. 6d.; Kirkham, 7s. 9d., 5s. 9d., 3s. 9d.; Lytham, 9s., 7s., 4s. 6d.; Poulton, 9s., 6s. 9d., 4s. 6d.; Blackpool, 10s., 7s. 6d., 5s.; Fleetwood, 10s., 7s. 6d., 5s.; Leyland, 6s. 6d., 4s., 2s. 6d.; Farrington, 7s. 6d., 4s. 6d., 3s.; Glasgow, 32s., 22s., 10s.; Londonderry, 30s., 27s. 6d., 10s.; Belfast, 25s., 22s. 6d., 8s.

### CHESTER AND BIRKENHEAD.

Treasurer, J. B. Wilcox.

| Distance f.<br>Birkenhd. |                      | 1                         | 2                      | 3                          | 4                       | 5                      | 6                      | 7                         |
|--------------------------|----------------------|---------------------------|------------------------|----------------------------|-------------------------|------------------------|------------------------|---------------------------|
|                          | <b>Up Trains.</b>    | 6 30<br>Class<br>1, 2, 3. | 8 0<br>Class<br>1, 2.  | 10 0<br>Class<br>1, 2.     | 12 30<br>Class<br>1, 2. | 3 40<br>Class<br>1, 2. | 6 0<br>Class<br>1, 2.  | 8 15<br>Class<br>1, 2, 3. |
|                          | Leave                | a.m.                      | a.m.                   | a.m.                       | p.m.                    | p.m.                   | p.m.                   | p.m.                      |
|                          | <b>Liverpool...</b>  | 6 30                      | 8 0                    | 10 0                       | 12 30                   | 3 40                   | 6 45                   | 8 15                      |
|                          | Arrive at            |                           |                        |                            |                         |                        |                        |                           |
| 23                       | Birkenhead ....      | 6 50                      | 8 20                   | 10 20                      | 12 50                   | 4 0                    | 7 5                    | 8 45                      |
| 62                       | Bebington .....      | ..                        | 8 29                   | 10 25                      | 12 59                   | 4 9                    | 7 14                   | —                         |
| 72                       | Hooton .....         | ..                        | 8 41                   | —                          | 1 14                    | 4 21                   | 7 26                   | —                         |
| 112                      | Sutton .....         | 7 10                      | 8 46                   | 10 40                      | 1 16                    | 4 26                   | 7 31                   | 9 2                       |
| 142                      | Mollington ....      | ..                        | 8 58                   | —                          | 1 28                    | 4 38                   | 7 43                   | —                         |
| 142                      | <b>Chester.....</b>  | 7 25                      | 9 5                    | 10 55                      | 1 35                    | 4 45                   | 7 50                   | 9 17                      |
| Distance f.<br>Chester.  |                      | 1                         | 2                      | 3                          | 4                       | 5                      | 6                      | 7                         |
|                          | <b>Down Trains.</b>  | 4 0<br>Class<br>1, 2, 3.  | 8 30<br>Class<br>1, 2. | 10 30<br>Class<br>1, 2, 3. | 1 0<br>Class<br>1, 2.   | 3 30<br>Class<br>1, 2. | 5 30<br>Class<br>1, 2. | 8 30<br>Class<br>1, 2, 3. |
|                          | Leave                | a.m.                      | a.m.                   | a.m.                       | p.m.                    | p.m.                   | p.m.                   | p.m.                      |
|                          | <b>Chester.....</b>  | 4 0                       | 8 30                   | 10 30                      | 1 0                     | 3 30                   | 5 30                   | 8 30                      |
|                          | Arrive at            |                           |                        |                            |                         |                        |                        |                           |
| 23                       | Mollington ....      | —                         | 8 39                   | —                          | 1 9                     | 3 39                   | —                      | 8 39                      |
| 62                       | Sutton .....         | —                         | 8 53                   | 10 49                      | 1 23                    | 3 53                   | 5 49                   | 8 53                      |
| 8                        | Hooton .....         | —                         | 8 58                   | —                          | 1 28                    | 3 58                   | —                      | 8 58                      |
| 124                      | Bebington .....      | —                         | 9 9                    | —                          | 1 39                    | 4 9                    | 6 0                    | 9 9                       |
| 142                      | Birkenhead ....      | 4 40                      | 9 15                   | 11 5                       | 1 45                    | 4 15                   | 6 5                    | 9 15                      |
|                          | <b>Liverpool....</b> | —                         | 9 35                   | 11 25                      | 2 5                     | 4 35                   | 6 25                   | 9 35                      |

**Sunday Trains**—Leave Liverpool at 8 30 a.m., 2, 6 45, & 8 15 p.m.; and leave Chester at 4 mail & 10 a.m., 5½ & 8½ p.m.

#### Fares from Birkenhead to

|            | 1st class | 2nd class | 3d class |
|------------|-----------|-----------|----------|
|            | s. d.     | s. d.     | s. d.    |
| Bebington  | 0 9       | 0 6       | 0 4      |
| Hooton     | 1 0       | 0 9       | 0 6      |
| Sutton     | 1 3       | 1 0       | 0 9      |
| Mollington | 2 3       | 1 9       | 1 3      |
| Chester    | 2 6       | 2 0       | 1 6      |

First Class passengers can book through from Birkenhead to London by Nos. 3 & 7 up trains; and from London by the 10 a.m. and 8½ p.m. trains; also from Birmingham to Birkenhead, via Gr. June, at 1 10 a.m. & 2 15 p.m.

Passengers proceeding by the Steam Boat between Monk's Ferry and Liverpool, will have to pay 2d. each.

Between Birkenhead and Birmingham—first class, 20s. 6d.; passengers in private carriages, 16s. One horse, £2; two horses, £3 7s.; three ditto, £4 13s.; dogs, 3s.; carriages, £2 16s.

**To Liverpool**, 8 45 a.m. first class; 7 10 a.m. mixed and 3rd class; 6 30 p.m. 1st & 3rd class, \*11 5 a.m., & 2 40 p.m. mixed.  
**To Manchester**, 8 45 a.m. first class; 7 10 a.m. mixed and 3rd class; 11 5 a.m., and 2 40 p.m. mixed; 6 30 p.m. 3rd class.

**To Wigan & Preston**, 7 10 (and 8 45 a.m., waiting an hour at Parkside,) 6 30 p.m. 3rd class.

**To St. Helens**, 7 10 a.m. mixed and 3rd class; 11 5 a.m. and 2 40 p.m. mixed; 6 30 p.m. 3rd class.

On Sundays to the above named places at 7 30 a.m. & 5 30 p.m. mixed and 3rd class.

**From Liverpool**, 8 45 a.m. first class; 7 15 a.m. mixed and 3rd class; 10 30 and \*4 p.m. mixed; 6 30 p.m. 3rd class.

**From Manchester**, 9 a.m. first class; 7 15 a.m. and 6 30 p.m. mixed and 3rd class; 11 15 a.m. and 2 45 p.m. mixed.

On Sundays from Liverpool or Manchester, 7 30 a.m. and 5 30 p.m. mixed and 3rd class.

**From Wigan**, 6 40 a.m. and 6 40 p.m. 3rd class; 8 30 and 11 a.m. and 3 p.m. mixed.

On Sundays, 6 45 p.m., 3rd class.

**From Preston**, 6 a.m. and 6 p.m. 3rd class; 8 and 10 30 a.m. and 2 20 p.m. mixed.

On Sundays, 5 p.m., 3rd class.

**From St. Helens**, 7 10 and 10 55 a.m. mixed and 3rd class; 7 p.m. 3rd class. On Sundays, 8 a.m., and 6 p.m. 3rd class.

\* Stopping on the Liverpool line at Newton only.

**FARES**—To Liverpool, 1st cl. 5s. 6d., 2nd cl. 4s.; 3rd cl. 2s. 6d.; Wigan, 2s. 1s. 6d.—1s.; St. Helens, 4s.—3s.—1s. 7d.; Southport, 10s. and 6s. 6d.; Ormskirk, 7s. 6d. and 5s. 6d.

### **NEWCASTLE AND NORTH SHIELDS.**

Secretary, William Swan, Esq. Engineer, Robert Nicholson, Esq.

**MONDAYS TO FRIDAYS, INCLUSIVE.**

**From Newcastle to North Shields**, 8, 8½, 9, 9½, 10, 10½, 11, 11½ & 12 a.m.; 1, 2, 2½, 3, 3½, 4, 4½, 5, 6, 7, & 8½ p.m.

**From North Shields to Newcastle**, 8½, 9, 9½, 10, 10½, 11, 11½, & 12, a.m.; 12½, 1½, 2½, 3, 3½, 4, 4½, 5, 5½, 6½, 7½, & 9 p.m.

**SATURDAYS.**

**From Newcastle to North Shields**, 8, 8½, 9, 9½, 10, 10½, 11, 11½, and 12, a.m.; 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, and 9 p.m.

**From North Shields to Newcastle**, 8½, 9, 9½, 10, 10½, 11, 11½, 12, a.m.; 12½, 1½, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, and 9½ p.m.

An early train from Shields every Tuesday morning, for the accommodation of parties attending the Newcastle Cattle Market.

**On Sundays** from Newcastle, 8, 9, 10, and 10½ a.m.; 1, 2, 3, 4, 5, 6, 7, and 8½ p.m. From North Shields, 8½, 9½, and 10½ a.m.; 1, 1½, 2½, 3½, 4½, 5½, 6½, 7½, and 9 p.m.

**Fares**.—First class, 9d.; second class, 6d.; third class, 4d. From the intermediate stations, first class, 6d.; second class, 4d.

Double tickets, first class, 1s.

**Preston to Fleetwood**, 10 a.m.; 4 15, and 7 pm.

**Fleetwood to Preston, Liverpool, Manchester**, &c., 7 & 9 a.m. 3½ & 6 p.m.; to London, 9 a.m. and 3 30 p.m.

**On Sundays,**

**Preston to Fleetwood** 8½ a.m.

**Fleetwood to Preston, Liverpool, Manchester, London**, &c., at 3 30 p.m.

**From Bolton to Fleetwood**—On SUNDAYS, at 8 a.m.

**From Liverpool to Fleetwood**, 8 a.m. 2½ and 4 30 p.m. mixed. On SUNDAYS, at 7 30 a.m.

**From Manchester to Fleetwood**, (Victoria station,) 8½ a.m., 2½ and 4½ p.m. mixed.

**From the New Bailey-street Station**, On SUNDAYS, at 8 a.m.

**FARES**—Fleetwood to Preston (North Union Station), 1st class, 4s.; 2nd. class, 3s.; 3rd, class 2s.; to Poulton, 1s.—9d.—6d.; to Kirkham, 3s.—2s.—1s. 6d.; to Chorley, 6s. 6d.—4s. 6d.—3s.; to Bolton, 8s.—6s.—4s.; to Manchester, via Bolton, 10s.—7s. 6d.—5s.; to Liverpool, 11s. 6d.—8s.

**From London to Fleetwood**, 6 and 10 a.m., 1st class, and 8½ p.m. mail.

**FARES**.—Passengers to London, first class, £3 1s. 6d.; second class, £2 0s. 6d. Carriages, 4 wheels, £8 5s., 2 wheels, £7. One horse, £5 12s 6d.; two, £9 9s; three, £12 8s.

**WHITBY & PICKERING.**—Worked by Horse-Power.

From York to Pickering a Coach daily, (Sundays excepted,) and from Pickering by railway to Whitby, leaving York at 12, on the arrival of the rains from the South, East, and West, and arriving at Whitby at 6 p.m.

From Whitby to Pickering by railway, and thence to York by Coach daily (Sundays excepted,) leaving Whitby at 7 a.m., and reaching York by 12½ p.m. in time for the trains going South, East, and West, to London, Derby, Hull, Leeds, Liverpool; &c.

**FARES**—Whitby to Pickering, 4s. inside, 3s. outside. From Whitby to York, 13s. inside, and 8s. outside.





| Mls.                                                                                                                                                                                                                                                   | DOWN TRAINS.          | Week Days. |       |      |      | Sundays. |      |      | Fares.    |           |           | * Third class covered carriages by these trains at 1d. per mile. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------|-------|------|------|----------|------|------|-----------|-----------|-----------|------------------------------------------------------------------|
|                                                                                                                                                                                                                                                        |                       | 1          | 2     | 3    | 4    | 1        | 2    | 3    | 1st Class | 2nd Class | 3rd Class |                                                                  |
|                                                                                                                                                                                                                                                        |                       | a.m.       | a.m.  | p.m. | p.m. | a.m.     | p.m. | p.m. | s. d.     | s. d.     | s. d.     |                                                                  |
|                                                                                                                                                                                                                                                        | <b>Norwich</b> .....  | 8 45       | 11 0  | 4 0  | 7 0  | 8 30     | 2 30 | 7 0  | ..        | ..        | ..        |                                                                  |
| 6                                                                                                                                                                                                                                                      | Brundall .....        | 8 55       | 11 10 | 4 10 | 7 10 | 8 40     | 2 40 | 7 10 | 1 0       | 0 9       | 0 6       |                                                                  |
| 8                                                                                                                                                                                                                                                      | Buckenham .....       | 9 0        | 11 15 | 4 15 | 7 15 | 8 45     | 2 45 | 7 15 | 1 6       | 1 0       | 0 8       |                                                                  |
| 10                                                                                                                                                                                                                                                     | Cantley .....         | 9 5        | 11 20 | 4 20 | 7 20 | 8 50     | 2 50 | 7 20 | 2 0       | 1 6       | 0 10      |                                                                  |
| 12                                                                                                                                                                                                                                                     | Reedham .....         | 9 10       | 11 25 | 4 25 | 7 25 | 8 55     | 2 55 | 7 25 | 2 6       | 1 8       | 1 0       |                                                                  |
| 20½                                                                                                                                                                                                                                                    | <b>Yarmouth</b> ..... | ..         | ..    | ..   | ..   | ..       | ..   | ..   | 3 6       | 2 6       | 1 8       |                                                                  |
| * Third class covered carriages by these trains at 1d. per mile.                                                                                                                                                                                       |                       |            |       |      |      |          |      |      |           |           |           |                                                                  |
| Omnibuses will run from Beccles to the Reedham station on Mondays, Wednesdays, Saturdays, and Sundays.                                                                                                                                                 |                       |            |       |      |      |          |      |      |           |           |           |                                                                  |
| Tickets between Yarmouth and Norwich, to go and return the same day, 1st class 4s., 2nd 4s., open carriage 2s.                                                                                                                                         |                       |            |       |      |      |          |      |      |           |           |           |                                                                  |
| Monthly tickets may be had on application to the Secretary.                                                                                                                                                                                            |                       |            |       |      |      |          |      |      |           |           |           |                                                                  |
| Children in arms free, under ten years of age half price.                                                                                                                                                                                              |                       |            |       |      |      |          |      |      |           |           |           |                                                                  |
| Horses and Carriages to and from Norwich and Yarmouth conveyed as follows:—One horse 7s. two horses (one property and in same box) 10s., three horses (one property and in same box) 14s.; Carriages, four wheels 10s., two wheels 7s. Dogs, 1s. each. |                       |            |       |      |      |          |      |      |           |           |           |                                                                  |
| Mls.                                                                                                                                                                                                                                                   | UP TRAINS.            | 1          | 2     | 3    | 4    | 1        | 2    | 3    | 1st Class | 2nd Class | 3rd Class |                                                                  |
|                                                                                                                                                                                                                                                        |                       | a.m.       | noon. | p.m. | p.m. | a.m.     | p.m. | p.m. | s. d.     | s. d.     | s. d.     |                                                                  |
|                                                                                                                                                                                                                                                        | <b>Yarmouth</b> ..... | 10 0       | 12 0  | 3 6  | 8 0  | 9 30     | 6 0  | 8 0  | ..        | ..        | ..        |                                                                  |
| 8                                                                                                                                                                                                                                                      | Reedham .....         | 10 10      | 12 10 | 3 10 | 8 10 | 9 40     | 6 10 | 8 10 | 1 6       | 1 0       | 0 8       |                                                                  |
| 10                                                                                                                                                                                                                                                     | Cantley .....         | 10 15      | 12 15 | 3 15 | 8 15 | 9 45     | 6 15 | 8 15 | 2 0       | 1 6       | 0 10      |                                                                  |
| 12                                                                                                                                                                                                                                                     | Buckenham .....       | 10 20      | 12 20 | 3 20 | 8 20 | 9 50     | 6 20 | 8 20 | 2 6       | 1 8       | 1 0       |                                                                  |
| 14                                                                                                                                                                                                                                                     | Brundall .....        | 10 25      | 12 25 | 3 25 | 8 25 | 9 55     | 6 25 | 8 25 | 3 0       | 2 6       | 1 2       |                                                                  |
| 20½                                                                                                                                                                                                                                                    | <b>Norwich</b> .....  | ..         | ..    | ..   | ..   | ..       | ..   | ..   | 3 6       | 2 6       | 1 8       |                                                                  |

Secretary, R. Till.

TAFF VALE.

Engineers, R. Stephenson &amp; G. P. Bidder.

| DOWN TRAINS.           |  | 1st, 2nd, & 3rd class, with Goods. |      |  | FARES.     |            |            | UP TRAINS.             |  | 1st, 2nd, & 3rd class, with Goods. |      |  | FARES.     |            |            |
|------------------------|--|------------------------------------|------|--|------------|------------|------------|------------------------|--|------------------------------------|------|--|------------|------------|------------|
|                        |  |                                    |      |  | 1st class. | 2nd class. | 3rd class. |                        |  |                                    |      |  | 1st class. | 2nd class. | 3rd class. |
| TRAINS LEAVE           |  | a.m.                               | p.m. |  | s. d.      | s. d.      | s. d.      | TRAINS LEAVE           |  | a.m.                               | p.m. |  | s. d.      | s. d.      | s. d.      |
| <b>Merthyr</b> .....   |  | 9 0                                | 3 30 |  | ..         | ..         | ..         | <b>Cardiff</b> .....   |  | 8 30                               | 3 0  |  | ..         | ..         | ..         |
| Troedryhiw .....       |  | 9 10                               | 3 40 |  | 0 6        | 0 4        | 0 3        | Llandaff .....         |  | 8 39                               | 3 9  |  | 0 8        | 0 4        | 0 3        |
| Navigation House ..... |  | 9 47                               | 4 17 |  | 1 6        | 1 0        | 0 8        | Pentrych .....         |  | 8 50                               | 3 20 |  | 1 0        | 0 8        | 0 6        |
| Newbridge .....        |  | 9 59                               | 4 29 |  | 2 0        | 1 6        | 1 0        | Taff's Well .....      |  | 8 58                               | 3 28 |  | 1 3        | 1 0        | 0 8        |
| Taff's Well .....      |  | 10 19                              | 4 49 |  | 2 9        | 2 0        | 1 4        | Newbridge .....        |  | 9 17                               | 3 47 |  | 2 0        | 1 6        | 1 0        |
| Pentrych .....         |  | 10 27                              | 4 57 |  | 3 0        | 2 4        | 1 6        | Navigation House ..... |  | 9 32                               | 4 2  |  | 2 8        | 2 0        | 1 4        |
| Llandaff .....         |  | 10 37                              | 5 7  |  | 3 6        | 2 8        | 1 9        | Troedryhiw .....       |  | 10 7                               | 4 37 |  | 3 6        | 2 9        | 1 9        |
| <b>Cardiff</b> .....   |  | arrival 10 49                      | 5 19 |  | 4 0        | 3 0        | 2 0        | <b>Merthyr</b> .....   |  | arrival 10 19                      | 4 49 |  | 4 0        | 3 0        | 2 0        |

ON SUNDAYS trains leave Cardiff and Merthyr at the same times as on other days, for the conveyance of passengers only.

Passengers may be conveyed from the terminus at the Butte Dock, to the Cardiff station, to be there booked, for which purpose one of the company's carriages will leave the terminus fifteen minutes before the advertised time of leaving Cardiff.

Children under ten years of age, in the first and second class carriages, will be charged half-price. No half-price will be allowed in the third class carriages.

Parcels may be booked at the railway station, the charge for which will be 1s. for parcels not exceeding 1 cwt., including all expenses for carriage, portage, and delivery.



**GARNKIRK & GLASGOW.**

Glasgow to Coatbridge, &c. \*7, 9½, & \*11¼ a.m., 1½, \*4½, & 6 p.m.  
Coatbridge to Glasgow, &c. 9 & 11 a.m., 1 45, 3, 5½, and 7 p.m.

\* These trains take the Wishaw and Coltness Railway passengers.  
To Glasgow, from Lanark, per coach, to Carluke station, at 7 25 and 11 40 a.m.; and 4 40 p.m.

Airdrie and Glasgow.—Omnibuses for Passengers leave the Royal Hotel, Airdrie, 20 minutes before each of the above-stated hours of the trains from Coatbridge, (except the 3 p.m. train,) and return on the arrival of the trains from Glasgow. Fare 3d.

**DUNDEE AND NEWTYLE.**

Manager & Secretary, R. Baird, Esq. Engr., D. West, Esq.

Dundee to Newtyle at 8 and 11 a.m., and 3½ p.m.

Newtyle to Dundee at the same hours.

Additional Trains, on Tuesdays and Fridays, from Dundee and Newtyle at 2 p.m.

From Newtyle to Coupar Angus and Glammiss, immediately on the arrival of the trains from Dundee, which is about 9 a.m., 12 noon, & 4½ p.m.

From Coupar Angus to Newtyle, 7½, 10½ a.m., and 2½ p.m.

From Glammiss to Newtyle, at 7 and 10 a.m., and 2½ p.m.

**ARBROATH AND FORFAR.—15 Miles.**

Secretary, J. Macdonald, Esq. Manager & Super., Alexander Allan, Esq.

From Forfar to Arbroath, 7 and 10½ a.m. 1½, and 4½ p.m.

From Arbroath to Forfar, 9 a.m., 12 10, 3½, and 5½ p.m.

FARES.—First class, 2s 3d; second class, 1s 9d; third, 1s 3d.

**PAISLEY AND RENFREW.**

THE SUMMER HOURS ARE,

From Paisley at 6 10 a.m., and ten minutes after every succeeding hour until 8 10 p.m.

From Renfrew at 6½ a.m. and a quarter from every succeeding hour until 8½ p.m.

WINTER HOURS ARE,

From Paisley, 6½ a.m. and every hour from ¼ past 8 a.m. un ¼ past 6 p.m.

From Renfrew, from ¼ before 9 a.m. until ¼ before 7 p.m.

FARES.—First class, 6d; second class, 4d.

**GLASGOW, PAISLEY, & GREENOCK.—22½ Mls.**

Superintendent, Alexander Ross, Esq. Engineer, J. E. Errington, Esq.

From Glasgow, at 9 and \*11 a.m., 1, \*3, & 5 p.m.

From Greenock, at \*9½ & 10½ a.m., 12½, \*3½, & \*5½ p.m.

No trains on Sunday.

\* Stop at the Houston and Bishopton Stations when required.

All the trains stop at the Paisley and Port Glasgow stations.

Fares between Glasgow and Greenock—First Class, 2s. 6d.; second class, 1s. 6d.; and third class 1s.

Goods Trains: from Glasgow at 8 a.m. and 4 p.m.

From Greenock at 8½ a.m. and 4 p.m.

Third class passengers will be conveyed by these trains, fare 6d

**GLASGOW, PAISLEY, KILMARNOCK, & Ayr**

51 Mls. Sec., J. Fairfull Smith, Esq. Engr., J. Miller, Esq.

Glasgow to Ayr, Ardrossan, and Kilmarnock; 7½ and 10½ a.m. 1½, and 4½ p.m. From Glasgow to Kilmarnock at 6 a.m. This train runs in connexion with the Standard coach to Dumfries, Carlisle, &c., calling only at Paisley and Beith.

Ayr to Glasgow, Kilmarnock, &c., 8 and 11 a.m., 2 and 5 p.m. From Kilmarnock to Glasgow, Ayr, &c., at 8 20 & 11 20 a.m., 2 20 and 5 20 p.m.

From Glasgow to Johnstone by all except the 6 a.m. train; and from Johnstone by all the trains from Ayr; with an additional train each way, at \*6½ p.m. from Glasgow, & \*7½ p.m. to Glasgow.

From Glasgow to Ardrossan at 3½ p.m. on Mondays, Tuesdays Thursdays and Fridays.

FARES from Glasgow to Johnstone, 1s 6d—1s—8d; to Loch winnoch, 2s 6d—1s 8d—1s 3d; to Beith, 2s 9d—2s—1s 4d; to Kilbirnie, 3s—2s 2d—1s 6d; to Dalry, 3s 6d—2s 3d—1s 9d; to Kilwinning, 4s—2s 9d—2s; Irvine, 4s 6d—3s—2s 3d; to Troon, 5s—3s 6d—2s 6d; Monkton and Prestwick, 5s 6d—3s 9d—2s. 9d; Ayr, 6s—4s—3s.; to Kilmarnock 4s—3s—2s.

The trains only which leave Glasgow at 7½ a.m. 4½ & 6½ p.m., Ayr at 8 a.m. & 5 p.m., Kilmarnock at 8 20, & 11 20 a.m. & 5 20 p.m. & Johnstone at 7½ p.m. will have 1st, 2d, and 3rd class carriages throughout; the others will have 1st and 2d only.

**DUNDEE AND ARBROATH.—16½ Miles.**

Secretaries, Messrs. Shiell & Small. Engrs., Grainger & Millar, Edinburgh.

From Dundee 7 45 and 1¼ a.m. mail, 1½, 4½, 6½ (and 8½ p.m. to Broughty Ferry only)

From Arbroath 8½ and 10 a.m. mail, 1½, 4, 6, (and 9 p.m. from Broughty Ferry.)

FARES—Dundee to Arbroath, 2s 6d—2s—1s 6d. Mail, 3s—2s 6d—2s

The trains will stop at Deyhouse on Tuesdays and Fridays twice.

The mail train from Dundee will stop at East Haven on Saturdays only, and from Arbroath at Monifieth on Tuesdays, and at East Haven and Monifieth on Fridays.

| Dist. from<br>Dublin. | DOWN TRAINS.         |                |                                   |                          |                          |                |                                   |                        |               | FARES.        |               |  |
|-----------------------|----------------------|----------------|-----------------------------------|--------------------------|--------------------------|----------------|-----------------------------------|------------------------|---------------|---------------|---------------|--|
|                       |                      | 7½             | 9                                 | 12                       | 3                        | 5              | 8½                                | 9                      | 1st<br>class. | 2nd<br>class. | 3rd<br>class. |  |
|                       |                      | a. m.<br>Mixed | a. m.<br>Mail,<br>1 & 2<br>class. | noon.<br>1 & 2<br>class. | p. m.<br>1 & 2<br>class. | p. m.<br>Mixed | p. m.<br>Mail,<br>1 & 2<br>class. | p. m.<br>Mixed<br>Gds. |               |               |               |  |
| STATIONS.             |                      |                |                                   |                          |                          |                |                                   |                        |               |               |               |  |
| Mls                   | DUBLIN .... leaves   | 7 30           | 9 0                               | 12 0                     | 3 0                      | 5 0            | 8 15                              | 9 0                    | ..            | ..            | ..            |  |
| 1½                    | Clontarf ... arrival | 7 35           | ..                                | ..                       | 3 4                      | 5 5            | ..                                | 9 35                   | 0 4           | 3 30          | 2 2           |  |
| 3½                    | Raheny .....         | 7 45           | ..                                | 12 14                    | 3 14                     | 5 15           | ..                                | 9 15                   | 0 6           | 0 40          | 3 3           |  |
| 5½                    | Baldoyle .....       | 7 50           | ..                                | 12 18                    | 3 19                     | 5 20           | ..                                | 9 20                   | 0 8           | 0 60          | 4 0           |  |
| 6½                    | Portmarnock..        | 7 56           | ..                                | ..                       | 3 25                     | 5 26           | ..                                | 9 26                   | 0 10          | 0 70          | 5 5           |  |
| 9                     | Malahide .....       | 8 5            | 9 20                              | 12 30                    | 3 33                     | 5 35           | 8 35                              | 9 35                   | 1 0           | 0 80          | 6 0           |  |
| 11½                   | Donabate .....       | 8 12           | ..                                | ..                       | 3 40                     | 5 42           | ..                                | 9 42                   | 1 6           | 1 00          | 7 7           |  |
| 14                    | Rush and Lusk        | 8 20           | ..                                | 12 42                    | 3 48                     | 5 50           | ..                                | 9 50                   | 1 9           | 1 20          | 9 0           |  |
| 17½                   | Skerries .....       | 8 31           | ..                                | 12 52                    | 3 58                     | 6 1            | ..                                | 10 1                   | 2 3           | 1 60          | 10 10         |  |
| 21½                   | Balbriggan....       | 8 43           | 9 47                              | 1 2                      | 4 10                     | 6 13           | 9 2                               | 10 13                  | 2 9           | 1 91          | 0 0           |  |
| 27                    | Laytown.....         | 9 0            | ..                                | ..                       | 4 26                     | 6 30           | ..                                | 10 30                  | 3 6           | 2 31          | 3 3           |  |
| 28½                   | Bettystown ...       | 9 6            | ..                                | 1 21                     | 4 32                     | 6 36           | ..                                | 10 36                  | 3 9           | 2 41          | 5 5           |  |
| 31½                   | DROGHEDA ..          | 9 15           | 10 10                             | 1 30                     | 4 40                     | 6 45           | 9 25                              | 10 45                  | 4 0           | 2 61          | 6 6           |  |

ON SUNDAYS, at 9 a.m. and 8½ p.m. mails; 11 a.m., 1, 3, 5, & 9 p.m. mixed.

| Dist. from<br>Drogheda. | UP TRAINS.            |                                   |                |                          |                          |                                  |                |                |               | FARES.        |               |  |
|-------------------------|-----------------------|-----------------------------------|----------------|--------------------------|--------------------------|----------------------------------|----------------|----------------|---------------|---------------|---------------|--|
|                         |                       | 3 5                               | 8              | 11                       | 1                        | 3½                               | 5              | 8½             | 1st<br>class. | 2nd<br>class. | 3rd<br>class. |  |
|                         |                       | a. m.<br>Mail,<br>1 & 2<br>class. | a. m.<br>Mixed | a. m.<br>1 & 2<br>class. | p. m.<br>1 & 2<br>class. | p. m.<br>Mail<br>1 & 2<br>class. | p. m.<br>Mixed | p. m.<br>Mixed |               |               |               |  |
|                         |                       | STATIONS.                         |                |                          |                          |                                  |                |                |               |               |               |  |
| Mls                     | DROGHEDA .. leaves    | 3 5                               | 8 0            | 11 0                     | 1 0                      | 3 35                             | 5 0            | 8 30           | ..            | ..            | ..            |  |
| 3                       | Bettystown .. arrival | ..                                | 8 10           | 11 9                     | ..                       | ..                               | 5 10           | 8 40           | 0 6           | 0 40          | 3 3           |  |
| 4½                      | Laytown .....         | ..                                | 8 15           | 11 14                    | ..                       | ..                               | 5 15           | 8 45           | 0 8           | 0 60          | 4 0           |  |
| 10                      | Balbriggan .....      | 3 25                              | 8 32           | 11 30                    | 1 22                     | 3 55                             | 5 32           | 9 2            | 1 6           | 1 00          | 8 8           |  |
| 14                      | Skerries .....        | ..                                | 8 43           | 11 41                    | 1 33                     | ..                               | 5 43           | 9 13           | 2 0           | 1 30          | 9 9           |  |
| 17½                     | Rush and Lusk         | ..                                | 8 57           | 11 56                    | 1 47                     | ..                               | 5 57           | 9 27           | 2 4           | 1 60          | 11 11         |  |
| 20½                     | Donabate .....        | ..                                | 9 5            | 12 2                     | ..                       | ..                               | 6 5            | 9 35           | 2 9           | 1 10          | 1 1           |  |
| 22½                     | Malahide .....        | 3 55                              | 9 12           | 12 9                     | 2 0                      | 4 25                             | 6 12           | 9 42           | 3 2           | 2 01          | 2 2           |  |
| 25                      | Portmarnock ..        | ..                                | 9 19           | 12 16                    | ..                       | ..                               | 6 19           | 9 49           | 3 3           | 2 21          | 3 3           |  |
| 26½                     | Baldoyle .....        | ..                                | 9 25           | 12 22                    | 2 10                     | ..                               | 6 25           | 9 55           | 3 6           | 2 31          | 4 4           |  |
| 28                      | Raheny .....          | ..                                | 9 33           | 12 29                    | 2 18                     | ..                               | 6 33           | 10 3           | 3 9           | 2 41          | 5 5           |  |
| 30½                     | Clontarf .....        | ..                                | 9 40           | 12 36                    | ..                       | ..                               | 6 40           | 10 10          | 3 9           | 2 41          | 5 5           |  |
| 31½                     | DUBLIN .....          | 4 15                              | 9 45           | 12 40                    | 2 30                     | 4 45                             | 6 45           | 10 15          | 4 0           | 2 61          | 6 6           |  |

ON SUNDAYS, at 3 a.m. and 3½ p.m. mails; 8 and 10 a.m., 1, 5, & 8½ p.m. mixed.

Quick Trains are despatched from Dublin at 9 a.m., 12 n., and 8½ p.m., and from Drogheda at 3 a.m., 1 and 3½ p.m., carrying first and second class passengers only; fares—1st class 4s. 6d., second class 3s., for the whole distance.

Clerk, Thomas F. Bergin, Esq.  
Engineer in Chief, C. Vignoles, Esq.

From both ends on week days, every half-hour from 6 a.m. until 11½ p.m., stopping at all the Stations, viz:—Booterstown, Black Rock, and Salt Hill. An extra train from Kingstown at 9½ a.m., stopping at Merrion in addition to the usual stations.

At extra train every day, at 4½ p.m., stopping at Merrion only. This train will convey passengers to Her Majesty's mail packet, starting from Kingstown at 5½ p.m.

The 11 p.m., Up and Down, also stop at Merrion every day.

Sunday trains same hours as on week days, with extra trains every ½ of an hour, from 11½ a.m. to 5½ p.m., and from 7½ to 10½ p.m.

FARES.—First class 1s., second class 8d., third class 6d.

The mail bags are conveyed by the 8½ a.m. by Holyhead; 5 and 10 p.m. by Liverpool.

## BELFAST TO PORTADOWN

From Belfast to Portadown, 8 and 10\* in the morning, 12\*, 2, 4½\*, and 6½\* in the afternoon.

From Portadown to Belfast, 8 10\*, 8 10 a.m., 12 10\*, 2 10, 4 40\*, and 6 40\* p.m.

ON SUNDAYS, from Belfast, 9\* a.m., 3\* and 6\* p.m.; from Portadown, 9 10 a.m. 3 10 and 6 10 p.m.

FARES.—From Belfast to Lisburn, 9d., 6d., 4d.; to Moira, 1s 6d., 1s., 8d.; to Lurgan, 2s., 1s. 6d., 1s.; to Portadown 2s. 6d., 2s., 1s. 4d.

\* Trains thus marked stop at Dunmurry.



Dist. from

MI

1

3

5

6

9

11

14

17

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27

28

31

Dist. from  
Droghetta.

MIs

3

43

10

14

173

204

223

25

264

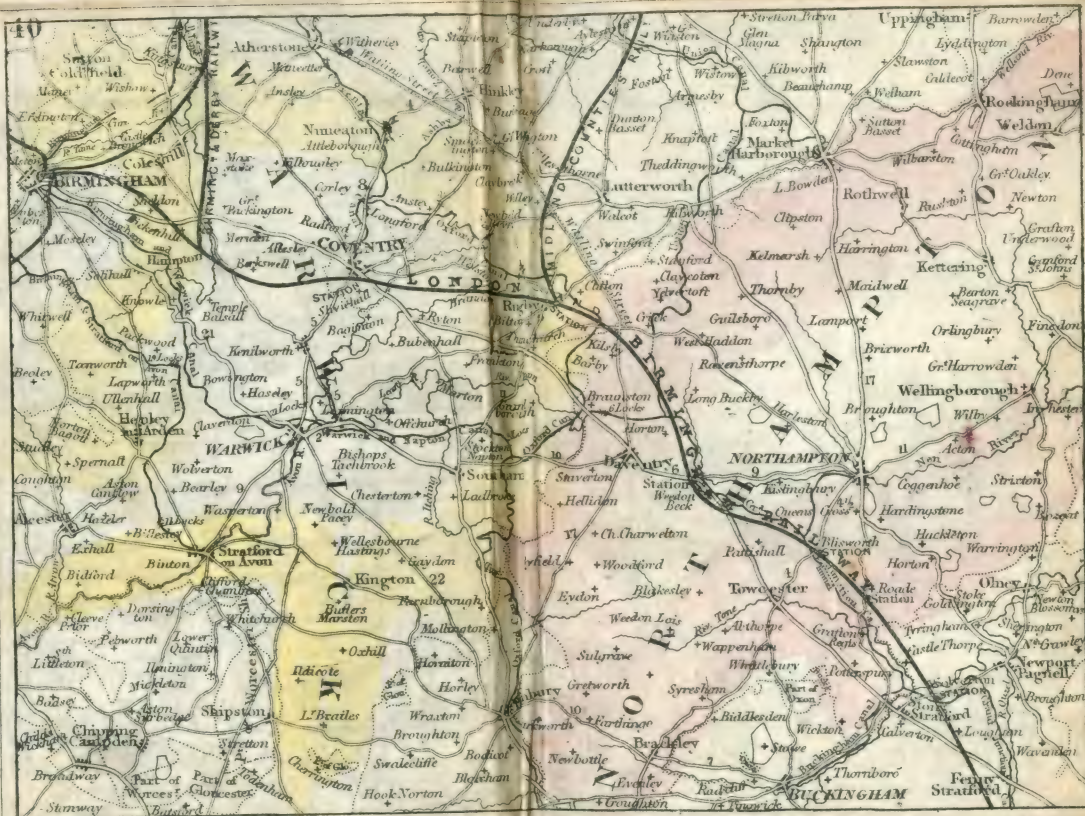
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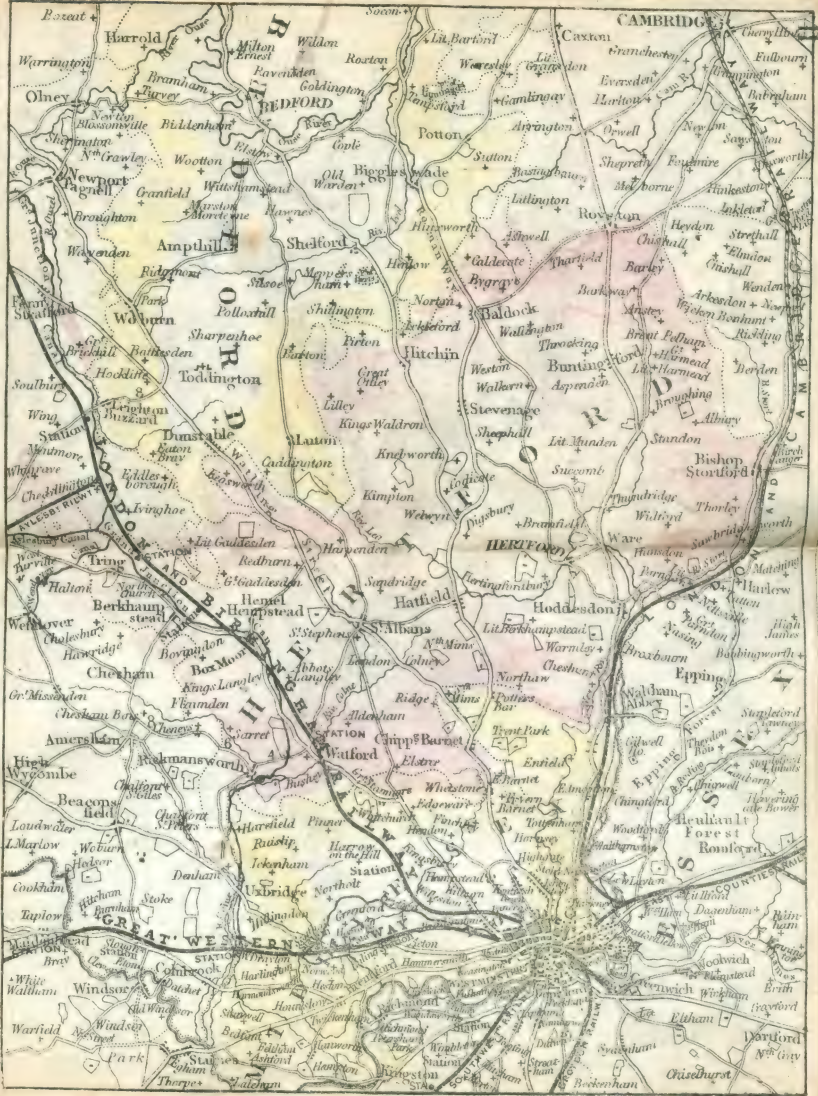
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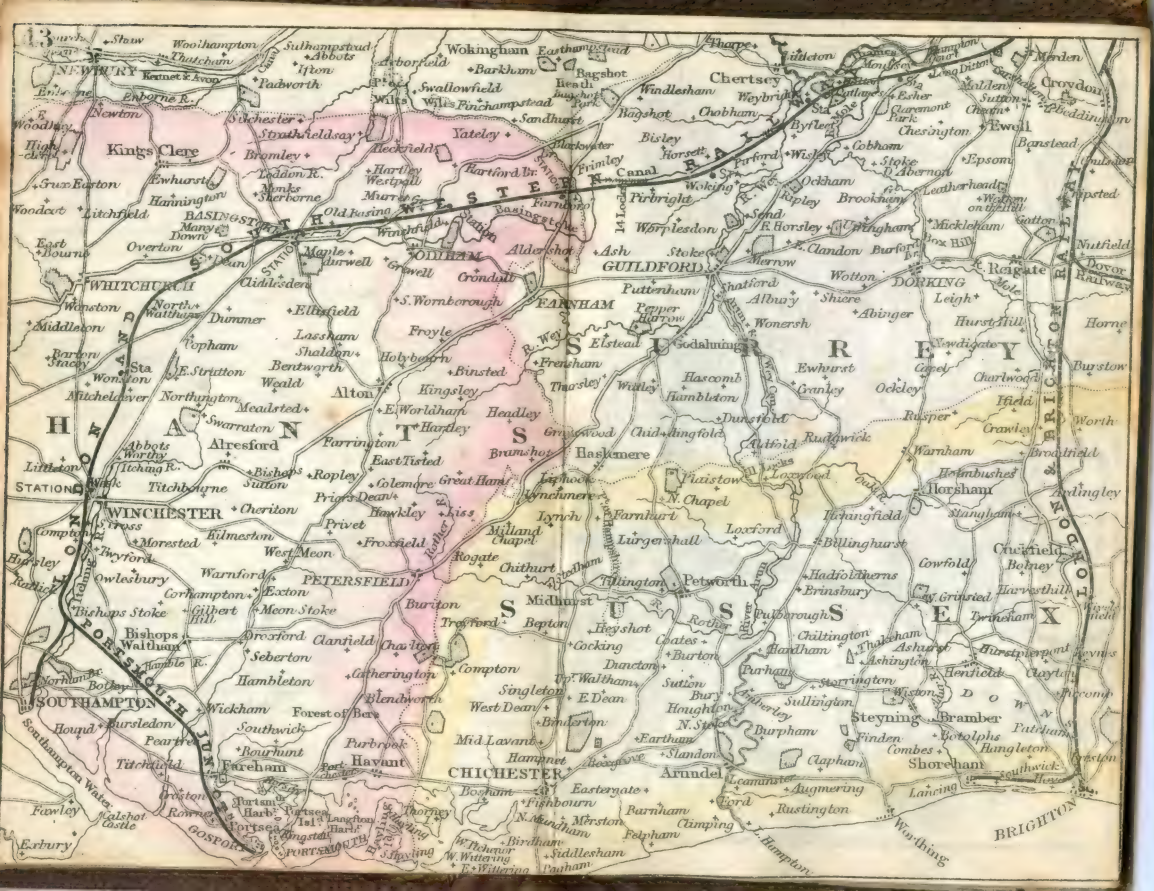
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# MAP OF THE RAILWAYS IN LANCASHIRE &c

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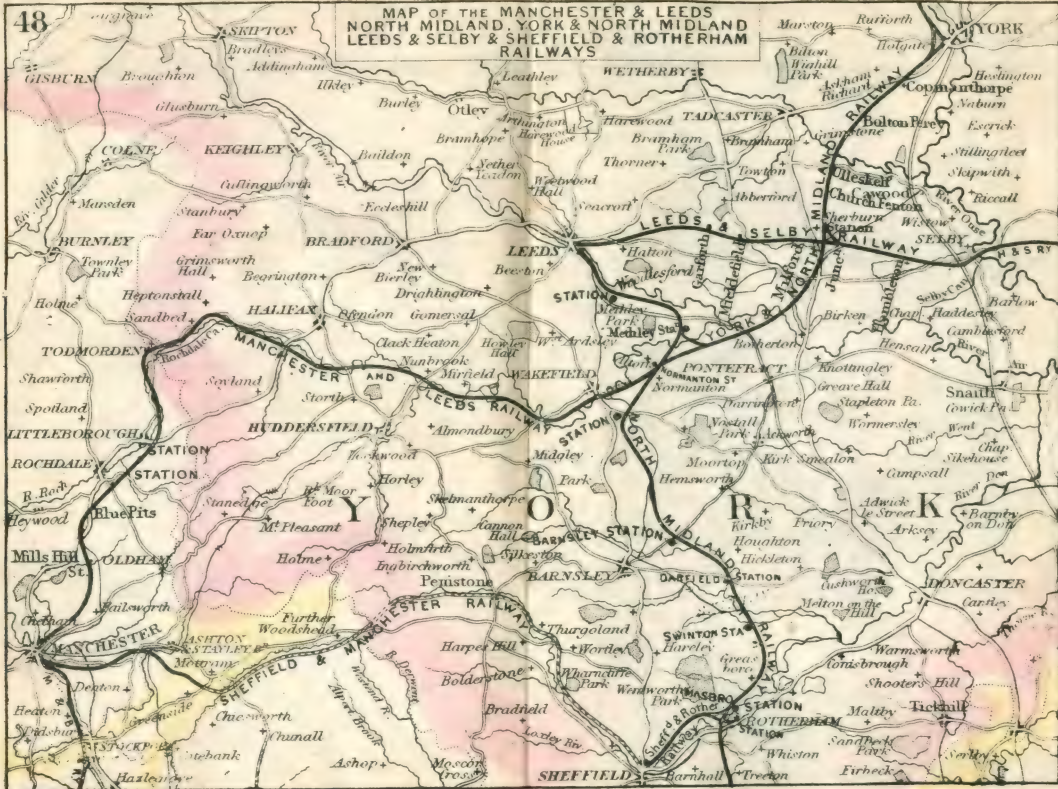




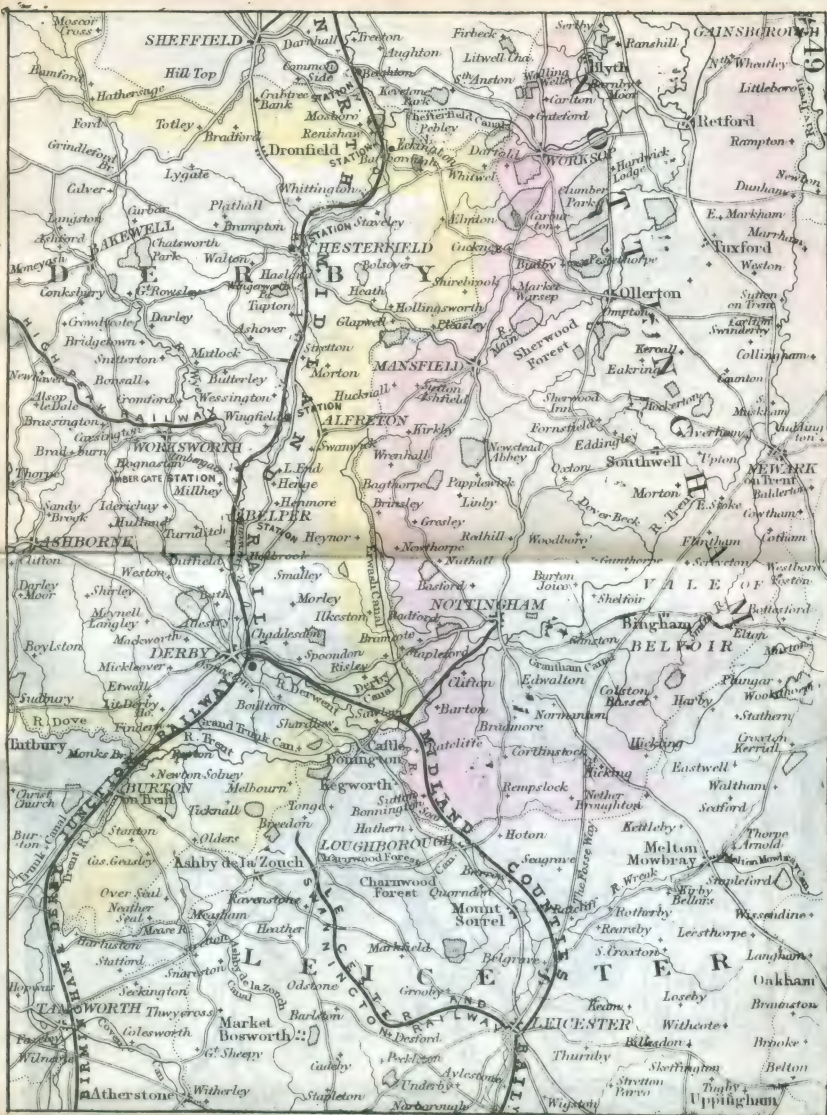




MAP OF THE MANCHESTER & LEEDS  
NORTH MIDLAND, YORK & NORTH MIDLAND  
LEEDS & SELBY & SHEFFIELD & ROTHERHAM  
RAILWAYS







## COLLEGES, HALLS, and CHURCHES.

- |                    |                              |
|--------------------|------------------------------|
| A Jesus Coll       | K Corpus Coll                |
| B Exeter Coll      | L St Marys Hall              |
| C Lincoln Coll     | M Magdalen Hall              |
| D University Coll  | N Edmund Hall                |
| E All Souls Coll   | O Alton Hall                 |
| F New Coll         | P New Inn Hall               |
| G Queens Coll      | Q St Magdalens Ch            |
| H Breconshire Coll | R St Peters Ch in the Begyle |
| I Oriel Coll       | S Merton Ch                  |
| J Pembroke Coll    | T St Aldates Ch              |

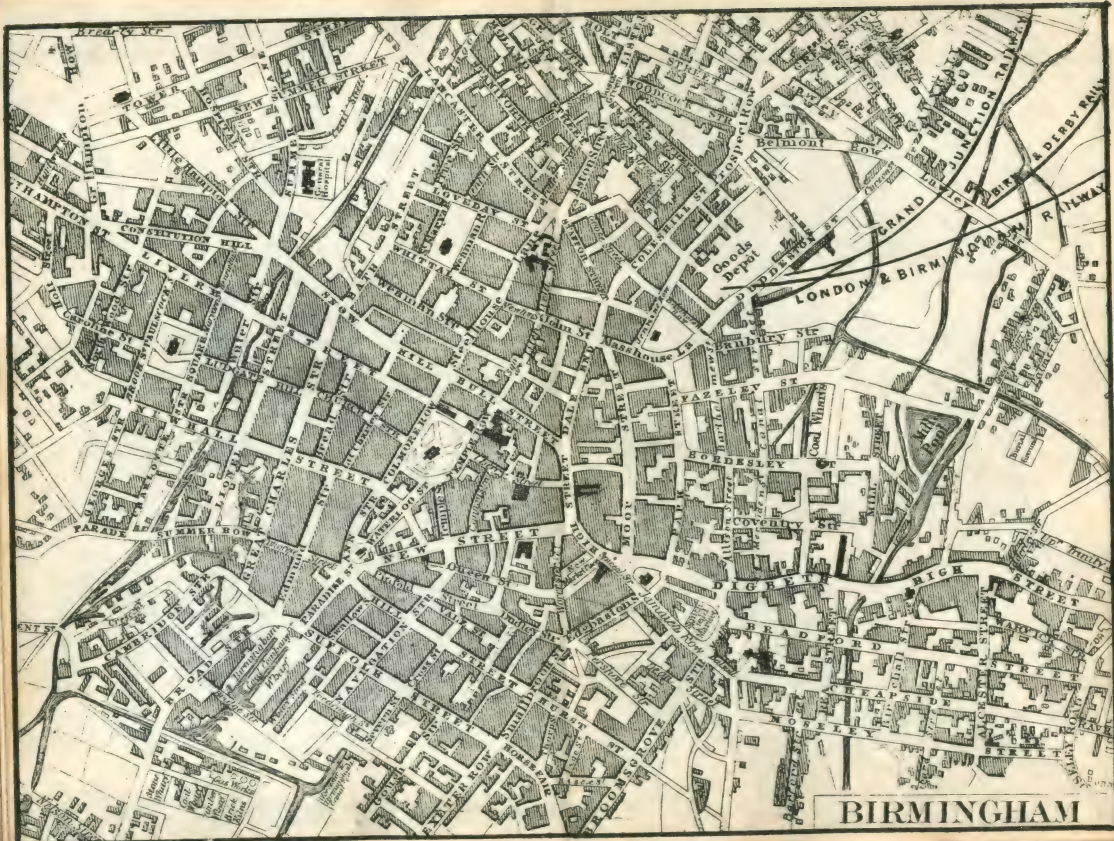
## PUBLIC BUILDINGS, HOTELS, STREETS &c

- |                    |                     |
|--------------------|---------------------|
| 1 Post Office      | 8 Oriel Stn!        |
| 2 Town Hall        | 9 Angel Hotel       |
| 3 Police Office    | 10 Kings Arms Hotel |
| 4 Star Hotel       | 11 Theatre          |
| 5 Martys Monomrail | 12 Museum           |
| 6 Taylor Building  | 13 The Schools      |
| 7 Mitre Hotel      |                     |











MANCHESTER





PLAN OF LIVERPOOL.



## TABLE

SHEWING THE RATE OF TRAVELLING PER HOUR

| A Quarter<br>of a Mile<br>in |      | Eqls.<br>Miles<br>per<br>Hour. | Quarter<br>of a Mile<br>in |      | Eqls.<br>Miles<br>per<br>Hour. | Quarter<br>of a Mile<br>in |      | Eqls.<br>Miles<br>per<br>Hour. |
|------------------------------|------|--------------------------------|----------------------------|------|--------------------------------|----------------------------|------|--------------------------------|
| Min.                         | Sec. |                                | Min.                       | Sec. |                                | Min.                       | Sec. |                                |
| 15                           | ..   | 1                              | ..                         | 44   | 20½                            | ..                         | 24¼  | 37                             |
| 7                            | 30   | 2                              | ..                         | 43   | 21                             | ..                         | 23½  | 38                             |
| 5                            | ..   | 3                              | ..                         | 42   | 21½                            | ..                         | 23   | 39                             |
| 3                            | 45   | 4                              | ..                         | 41   | 22                             | ..                         | 22½  | 40                             |
| 3                            | ..   | 5                              | ..                         | 40   | 22½                            | ..                         | 22   | 41                             |
| 2                            | 30   | 6                              | ..                         | 39   | 23                             | ..                         | 21½  | 42                             |
| 2                            | 8    | 7                              | ..                         | 38   | 23½                            | ..                         | 21   | 43                             |
| 1                            | 52   | 8                              | ..                         | 37   | 24                             | ..                         | 20½  | 44                             |
| 1                            | 40   | 9                              | ..                         | 36½  | 24½                            | ..                         | 20   | 45                             |
| 1                            | 30   | 10                             | ..                         | 36   | 25                             | ..                         | 18   | 50                             |
| 1                            | 22   | 11                             | ..                         | 35   | 25½                            | ..                         | 17   | 52                             |
| 1                            | 15   | 12                             | ..                         | 34   | 26                             | ..                         | 16   | 56                             |
| 1                            | 9    | 13                             | ..                         | 33½  | 26½                            | ..                         | 15   | 60                             |
| 1                            | 4    | 14                             | ..                         | 33   | 27                             | ..                         | 14   | 64                             |
| 1                            | ..   | 15                             | ..                         | 32½  | 27½                            | ..                         | 13   | 69                             |
| ..                           | 58   | 15½                            | ..                         | 32   | 28                             | ..                         | 12   | 75                             |
| ..                           | 56   | 16                             | ..                         | 31½  | 28½                            | ..                         | 11¼  | 80                             |
| ..                           | 54½  | 16½                            | ..                         | 31   | 29                             | ..                         | 10   | 90                             |
| ..                           | 53   | 17                             | ..                         | 30½  | 29½                            | ..                         | 9    | 100                            |
| ..                           | 51½  | 17½                            | ..                         | 30   | 30                             | ..                         | 7½   | 120                            |
| ..                           | 50   | 18                             | ..                         | 29   | 31                             | ..                         | 6    | 150                            |
| ..                           | 48½  | 18½                            | ..                         | 28   | 32                             | ..                         | 4½   | 200                            |
| ..                           | 47   | 19                             | ..                         | 27½  | 33                             | ..                         | 2¼   | 400                            |
| ..                           | 46   | 19½                            | ..                         | 26½  | 34                             | ..                         | ..   | ..                             |
| ..                           | 45   | 20                             | ..                         | 25   | 36                             | ..                         | ..   | ..                             |

On all Railways the distances are distinctly pointed out by posts erected each quarter of a mile; the rate of speed can be ascertained at once by referring to the above table.

# RAILWAYS IN ENGLAND AND WALES.

English Miles.  
10 20 30 40 50 60

EXPLANATION  
— Railways now open  
— Railways in progress

N O R T H  
Whitby  
Kirk  
Moorside  
Pickering  
Malton  
Thorncliffe  
Flambers' H<sup>d</sup>

Drawn & Engraved by G. Bradshaw & Mary's Gate St.

**Names of Railways in England, as numbered in the Map.**

|                                                 | Mile             | Am't. of share. |                                   | Miles.          | Amount of share. |
|-------------------------------------------------|------------------|-----------------|-----------------------------------|-----------------|------------------|
| 1. Birmingham & Derby Junction                  | 38 $\frac{1}{2}$ | £ 100           | 21. Manchester and Birmingham     | 45              | £70              |
| 2. Birmingham and Gloucester..                  | 52               | 100             | 21. Manchester & Birmingham Ex    |                 | 70               |
| 3. Birmingham, Bristol, & Thames Junction .. .. | 3                | 20              | 22. Manchester and Leeds ..       | 60              | 100              |
| 4. Bolton and Leigh .. ..                       | 10               | 100             | 23. Manchester, Bolton, & Bury    | 10              | 100              |
| 4. Kenyon and Leigh .. ..                       |                  |                 | 24. Maryport and Carlisle ..      | 28              | 50               |
| 5. Bristol and Exeter .. ..                     | 76               | 100             | 25. Midland Counties .. ..        | 57              | 100              |
| 6. Bolton and Preston .. ..                     | 14               | 50              | 26. Newcastle and Carlisle ..     | 61              | 100              |
| 7. Chester and Birkenhead ..                    | 15               | 50              | 27. Newcastle and North Shields   | 6 $\frac{3}{4}$ | 50               |
| 7. Chester and Crewe .. ..                      | 18               | 50              | 28. North Midland .. ..           | 72              | 100              |
| 9. Cromford and High Peak ..                    | 32 $\frac{3}{4}$ | —               | 29. North Union .. ..             | 22              | 75               |
| 8. Croydon .. ..                                | 10               | —               | 30. Northern and Eastern ..       | 52              | 100              |
| 10. Eastern Counties                            | 126              | 25              | 31. St. Helen's and Runcorn Gap   | 8               | 100              |
| 11. Grand Junction .. ..                        | 97               | —               | 32. Sheffield and Manchester ..   | 40              | 100              |
| 12. Great North of England                      | 74               | 100             | 33. Sheffield and Rotherham ..    | 6               | 25               |
| 13. Great Western .. ..                         | 117              | 100             | 34. Stockton and Darlington ..    | 25              | 100              |
| 14. Hull and Selby .. ..                        | 30               | 50              | 35. York and North Midland ..     | 23              | 50               |
| 15. Lancaster and Preston Junction              | 20               | 50              | 36. South Eastern and Dover ..    | 67              | 50               |
| 16. Leeds and Selby .. ..                       | 20               | 100             | 37. Canterbury and Whitstable     | 6               | 50               |
| 17. Leicester and Swannington ..                | 16               | 50              | 38. Greenwich .. ..               | 4               | 20               |
| 18. Liverpool and Manchester                    | 31               | 100             | 39. Preston and Wyre .. ..        | 19              | 50               |
| 19. London and Birmingham ..                    | 112              | 100             | 40. Taff Vale .. ..               | —               | —                |
| 20. London and Southampton ..                   | 76               | —               | 41. Manchester & Bolton Extension | —               | —                |
|                                                 |                  |                 | 42. London and Brighton ..        | 46              | —                |



FROM THE

LONDON.

For a Two-Horse Carriage one-half more, by Time or Distance

| FROM                           | Birmingham<br>Station,<br>Euston squ. | Grt. Western<br>Station,<br>Paddington. | Sh. Western<br>Station,<br>Nine Elms. | Brighton<br>Station,<br>London Bdg. | Est. County<br>Station. |
|--------------------------------|---------------------------------------|-----------------------------------------|---------------------------------------|-------------------------------------|-------------------------|
| Adelphi terrace stand ....     | 1s 4d                                 | 2s 4d                                   | 1s 8d                                 | 1s 8d                               | 2s                      |
| Admiralty .....                | 1 4                                   | 2 4                                     | 1 8                                   | 1 8                                 | 2                       |
| Aldgate pump .....             | 2 4                                   | 4 0                                     | 2 8                                   | 1 0                                 | 1                       |
| Aldersgate st. ....            | 1 8                                   | 3 0                                     | 2 8                                   | 1 4                                 | 1                       |
| Baker street, Crawford st. .   | 1 4                                   | 1 0                                     | 2 8                                   | 3 0                                 | 3                       |
| Bank of England .....          | 2 0                                   | 3 4                                     | 2 4                                   | 0 8                                 | 0                       |
| Battersea bridge .....         | 3 8                                   | 3 0                                     | 1 8                                   | 4 0                                 | 0                       |
| Bayswater road, Albion st. .   | 1 8                                   | 0 8                                     | 2 8                                   | 3 0                                 | 3                       |
| Ditto Flora garden....         | 2 0                                   | 0 8                                     | 2 4                                   | 3 8                                 | 3                       |
| Bedford row .....              | 1 4                                   | 2 4                                     | 2 4                                   | 1 8                                 | 1                       |
| Ditto square .....             | 0 8                                   | 2 0                                     | 2 4                                   | 2 0                                 | 2                       |
| Belgrave square .....          | 2 4                                   | 2 0                                     | 1 8                                   | 3 0                                 | 3                       |
| Birmingham railway station     | ..                                    | 2 0                                     | 2 8                                   | 2 4                                 | 2                       |
| Bishopsgate st., Four Swans.   | 2 4                                   | 3 4                                     | 2 4                                   | 1 0                                 | 0                       |
| Blackfriars rd. Stamford st.   | 2 0                                   | 3 0                                     | 1 8                                   | 1 0                                 | 1                       |
| Ditto bridge street ....       | 1 8                                   | 2 8                                     | 2 0                                   | 1 0                                 | 1                       |
| Blackwall Railway.....         | 2 4                                   | 3 8                                     | 2 4                                   | 0 8                                 | 1                       |
| Bloomsbury square .....        | 0 8                                   | 2 4                                     | 2 4                                   | 1 8                                 | 2                       |
| Bond street, Oxford-street     | 1 4                                   | 1 4                                     | 2 4                                   | 2 4                                 | 2                       |
| British Museum .....           | 0 8                                   | 2 0                                     | 2 4                                   | 2 0                                 | 2                       |
| Brighton railway station ..    | 2 4                                   | 3 8                                     | 2 0                                   | ..                                  | 1                       |
| Bricklayers' arms .....        | 2 8                                   | 3 8                                     | 1 8                                   | 1 0                                 | 1                       |
| Brixton church .....           | 3 8                                   | 4 4                                     | 1 8                                   | 2 8                                 | 3                       |
| Bryanston square .....         | 1 8                                   | 1 0                                     | 2 4                                   | 3 0                                 | 3                       |
| Buckingham gate .....          | 2 0                                   | 2 4                                     | 1 4                                   | 2 0                                 | 3                       |
| Camden town, Union terrace     | 0 8                                   | 2 0                                     | 3 0                                   | 2 8                                 | 2                       |
| Cavendish square .....         | 1 0                                   | 1 4                                     | 2 4                                   | 2 4                                 | 2                       |
| Charles street, Oxford street. | 1 0                                   | 1 8                                     | 2 0                                   | 2 0                                 | 2                       |
| Chancery lane .....            | 1 4                                   | 2 4                                     | 2 4                                   | 1 4                                 | 1                       |
| Charing cross .....            | 1 4                                   | 2 4                                     | 1 8                                   | 2 0                                 | 2                       |
| Cheapside .....                | 1 8                                   | 3 0                                     | 2 4                                   | 0 8                                 | 1                       |

D LONDON.

|                              |   |   |   |   |   |   |   |   |   |   |
|------------------------------|---|---|---|---|---|---|---|---|---|---|
| Hyde pk. corner, Piccadilly  | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 |
| Hatchett's Hotel, Piccadilly | 1 | 8 | 2 | 0 | 2 | 0 | 2 | 4 | 2 | 8 |
| Islington, Angel             | 1 | 0 | 2 | 8 | 3 | 0 | 1 | 8 | 1 | 4 |
| Ditto Green                  | 1 | 4 | 2 | 8 | 3 | 4 | 2 | 0 | 1 | 4 |

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|    | Miles | Dist. from Dublin |
|----|-------|-------------------|
| 1  | 1     |                   |
| 3  | 1     |                   |
| 5  | 2     |                   |
| 6  | 2     |                   |
| 9  | 2     |                   |
| 11 | 2     |                   |
| 14 | 2     |                   |
| 17 | 2     |                   |
| 21 | 3     |                   |
| 27 | 3     |                   |
| 28 | 3     |                   |
| 31 | 3     |                   |



| FROM                           | Birm-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton. | Eastern<br>Coun-<br>ties. |
|--------------------------------|---------------|------------------------|------------------------|----------------|---------------------------|
| India House.....               | 2 4           | 3 4                    | 2 4                    | 0 8            | 0 8                       |
| Kennington, the horns...       | 2 8           | 3 4                    | 1 0                    | 1 8            | 2 4                       |
| Kennington, Com. church...     | 3 0           | 3 8                    | 0 8                    | 1 8            | 2 8                       |
| Kensington Goreen. Hyd. pk     | 2 8           | 2 4                    | 2 8                    | 3 8            | 3 8                       |
| Kennington turnpike.....       | 2 8           | 3 8                    | 1 0                    | 1 8            | 2 8                       |
| Ditto lane, vauxhall st.       | 2 8           | 3 4                    | 0 8                    | 1 8            | 2 4                       |
| Kensington Gore, hafwy hse.    | 2 4           | 2 4                    | 2 4                    | 3 4            | 3 4                       |
| Ditto Gravel pits.....         | 2 4           | 1 4                    | 3 4                    | 4 0            | 4 0                       |
| Kentish Town, Traf. place..    | 1 0           | 2 4                    | 3 8                    | 3 0            | 2 4                       |
| King's Cross, New road....     | 0 8           | 2 0                    | 3 0                    | 2 0            | 2 0                       |
| King street, Guildhall ....    | 2 0           | 3 0                    | 2 8                    | 1 0            | 1 0                       |
| Knightsbridge Wilton pice.     | 2 0           | 1 8                    | 2 0                    | 2 8            | 3 0                       |
| Knightsbridge, Sloan street    | 2 4           | 1 8                    | 2 0                    | 2 8            | 3 4                       |
| Lambeth palace .....           | 2 4           | 3 0                    | 1 4                    | 1 4            | 2 8                       |
| Lad lane, swan with 2 necks    | 2 0           | 3 0                    | 2 8                    | 1 0            | 1 0                       |
| Lamb's, Condt. st. Gt. Or. st. | 1 0           | 2 4                    | 2 4                    | 1 8            | 1 8                       |
| Leicester square .....         | 1 4           | 2 4                    | 1 8                    | 2 0            | 2 4                       |
| Lincoln's Inn Fields .....     | 1 0           | 2 4                    | 2 4                    | 1 8            | 1 8                       |
| London Bridge Wharf ....       | 2 4           | 3 4                    | 2 4                    | 0 8            | 1 0                       |
| Long Acre, St. Martin's lane   | 1 4           | 2 4                    | 2 0                    | 2 0            | 2 4                       |
| Long Lane, Charterhouse st.    | 1 8           | 3 0                    | 2 8                    | 1 4            | 1 0                       |
| Manchester Square.....         | 1 4           | 1 4                    | 2 8                    | 2 8            | 3 0                       |
| Marsh Gate, Lambeth ....       | 2 0           | 3 0                    | 1 4                    | 1 4            | 2 0                       |
| Mansion House .....            | 2 0           | 3 4                    | 2 4                    | 0 8            | 1 0                       |
| Mill End Turnpike.....         | 3 0           | 4 0                    | 3 4                    | 1 8            | 1 4                       |
| Montague Square .....          | 1 4           | 1 0                    | 2 4                    | 3 0            | 3 0                       |
| Moorfields, Ropemaker st..     | 2 0           | 3 4                    | 2 8                    | 1 0            | 0 8                       |
| Moorfields, Fore street....    | 2 0           | 3 4                    | 2 8                    | 1 0            | 0 8                       |
| Moorgate street, Lond. Wall    | 2 0           | 3 4                    | 2 4                    | 1 0            | 0 8                       |
| New road, Harley street ...    | 1 0           | 1 4                    | 2 8                    | 3 0            | 2 8                       |
| Ditto Tot. court road..        | 0 8           | 1 8                    | 2 8                    | 2 4            | 2 4                       |
| Newington Butts, Eleph. & C.   | 2 4           | 3 4                    | 1 4                    | 1 0            | 1 8                       |
| New road, Paddington chap.     | 1 4           | 0 8                    | 2 8                    | 3 4            | 3 4                       |
| Old Bailey.....                | 1 8           | 3 0                    | 2 4                    | 1 0            | 1 4                       |
| Oxford street, Pantheon ....   | 1 4           | 1 8                    | 2 4                    | 2 4            | 2 4                       |
| Oxford st., Tottenham ct. rd.  | 1 4           | 2 0                    | 2 0                    | 2 0            | 2 0                       |
| Park lane, Grosvenor street.   | 1 8           | 1 4                    | 2 0                    | 3 0            | 3 0                       |
| Pentonville, St. James's ch.   | 1 0           | 2 4                    | 3 4                    | 2 0            | 1 8                       |
| Piccadilly, Ranger's lodge..   | 1 8           | 1 8                    | 2 0                    | 2 4            | 2 8                       |
| Piccadilly, Burlington arcade  | 1 8           | 2 0                    | 2 0                    | 2 4            | 2 8                       |
| Pimlico, Eccleston street...   | 2 4           | 2 4                    | 1 4                    | 2 4            | 3 4                       |
| Portland st., N. Cavendish st. | 1 0           | 1 8                    | 2 4                    | 2 8            | 2 8                       |
| Portman square .....           | 1 4           | 1 0                    | 2 4                    | 2 8            | 3 0                       |
| Queen's square, Bloomsbury     | 1 0           | 2 4                    | 2 8                    | 1 8            | 2 0                       |
| Queen's sq., Westminster       | 2 0           | 2 8                    | 1 8                    | 2 0            | 2 8                       |

| FROM                          | Birm-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton.<br>L. Brdg. | Eastern<br>Coun-<br>ties. |
|-------------------------------|---------------|------------------------|------------------------|----------------------------|---------------------------|
| Ratcliffe Highway .....       | 2 8           | 4 4                    | 3 0                    | 1 8                        | 1 4                       |
| Regent Circus, Oxford street  | 1 4           | 1 4                    | 2 4                    | 2 4                        | 2 4                       |
| Russel Square .....           | 0 8           | 2 0                    | 2 4                    | 2 0                        | 2 0                       |
| Red Lion, Strand .....        | 1 4           | 2 4                    | 2 0                    | 1 8                        | 1 8                       |
| St. James's Palace .....      | 1 8           | 2 0                    | 2 0                    | 2 4                        | 2 8                       |
| St. Paul's, Ludgate hill .... | 1 8           | 3 0                    | 2 4                    | 1 0                        | 1 4                       |
| Shoreditch church .....       | 2 0           | 3 8                    | 3 0                    | 1 4                        | 0 8                       |
| Smithfield .....              | 1 8           | 3 0                    | 2 4                    | 1 4                        | 1 0                       |
| Snow hill, King's arms ....   | 1 4           | 2 8                    | 2 4                    | 1 4                        | 1 4                       |
| Soho Square .....             | 1 0           | 2 0                    | 2 0                    | 2 0                        | 2 4                       |
| Somerset House .....          | 1 4           | 2 4                    | 2 0                    | 1 8                        | 1 8                       |
| Sessions House, Clerkenwell   | 1 4           | 2 8                    | 2 8                    | 1 8                        | 1 4                       |
| South Western railway....     | 2 8           | 3 0                    | ..                     | 2 0                        | 2 8                       |
| Southwark Bridge .....        | 2 0           | 3 4                    | 2 0                    | 0 8                        | 1 0                       |
| St. Luke's Hospital.....      | 1 8           | 3 4                    | 3 0                    | 1 4                        | 1 0                       |
| Stones end, Borough .....     | 2 4           | 3 4                    | 1 8                    | 0 8                        | 1 8                       |
| Temple Bar .....              | 1 4           | 2 8                    | 2 0                    | 1 4                        | 1 8                       |
| The Tower .....               | 2 4           | 4 0                    | 2 8                    | 1 0                        | 1 0                       |
| Vauxhall Bridge Surrey side   | 2 4           | 3 0                    | 0 8                    | 1 8                        | 2 8                       |
| Victoria Theatre .....        | 2 0           | 3 0                    | 1 4                    | 1 0                        | 1 8                       |
| Waterloo Bridge, Surrey side  | 1 4           | 2 4                    | 1 8                    | 1 4                        | 1 8                       |
| Watling street, Queen street  | 2 0           | 3 0                    | 2 4                    | 0 8                        | 1 0                       |
| Westminster Ab., West door    | 1 8           | 2 8                    | 1 4                    | 1 8                        | 2 4                       |
| Westminster Bridge centre..   | 1 8           | 2 8                    | 1 4                    | 1 8                        | 2 4                       |
| Whitechapel. Union street     | 2 8           | 4 0                    | 3 0                    | 1 4                        | 1 0                       |
| White Conduit House ....      | 1 0           | 2 8                    | 3 4                    | 2 0                        | 1 8                       |
| Zoological gard. Regent's pk. | 1 4           | 2 4                    | 3 4                    | 3 8                        | 3 4                       |

**The above Fares having been revised by a Government Officer may be relied on as correct.**

**FARES BY TIME.**—For any Time not exceeding thirty minutes, 8d.; above thirty minutes and not exceeding forty-five, 1s.; above forty-five minutes and not exceeding one hour, 1s. 4d.; and so on at the rate of 4d. for every fifteen minutes, or fractional part of fifteen minutes.

The driver may charge by time or by distance, but not by both.

Persons leaving property in Hackney Carriages should apply at the Stamp and Tax Office, Somerset House.

# BIRMINGHAM CAB FARES

FROM THE RAILWAY STATION, CURZON STREET,

| TO                              | s | d | TO                              | s | d |
|---------------------------------|---|---|---------------------------------|---|---|
| Albion hotel .....              | 1 | 0 | Icknield bridge, Monumt-rd.     | 2 | 0 |
| Botanic gardens, Edgbaston      | 2 | 6 | News room .....                 | 1 | 0 |
| Bell inn, Bristol road .....    | 1 | 6 | Old square, Stork hotel .....   | 1 | 0 |
| Birmng. Canal offi. Paradise-st | 1 | 0 | Post office .....               | 1 | 0 |
| Crescent (any part) .....       | 1 | 6 | Plough & Harrow, Hagley rd.     | 2 | 6 |
| Dee's Royal hotel .....         | 1 | 0 | Swan hotel .....                | 1 | 0 |
| Deaf & Dumb Institutions .....  | 2 | 6 | St. Martin's church .....       | 1 | 0 |
| Deritend bridge .....           | 1 | 0 | St. Philip's ch. (Dee's hotel)  | 1 | 0 |
| Edg baston church, by Bris. rd  | 2 | 6 | St. George's church .....       | 1 | 0 |
| "    by Broad street            | 3 | 0 | St. Mary's chapel .....         | 1 | 0 |
| Edgbaston, Wellington st.       | 2 | 0 | St. Paul's chapel, Ludgate hill | 1 | 6 |
| Fairview House, Hagley rd.      | 2 | 6 | Sand pits Tollgate .....        | 2 | 0 |
| Five ways Tollgate .....        | 2 | 0 | Trinity chapel, Deritend .....  | 1 | 6 |
| Free school, New street .....   | 1 | 0 | Town Hall .....                 | 1 | 0 |
| General Hospital .....          | 1 | 0 | Theatre .....                   | 1 | 0 |
| Hen and Chickens hotel .....    | 1 | 0 |                                 |   |   |

The Omnibus charge is 6d each to or from the station and the centre of the town. All the principal hotels and inns are within 1 mile of the station.

# BRISTOL FLY FARES

FROM THE GREAT WESTERN RAILWAY STATION,

| TO                               | s | d | TO                              | s | d |
|----------------------------------|---|---|---------------------------------|---|---|
| Bell Vue, Clifton .....          | 1 | 4 | King's parade .....             | 1 | 8 |
| Berkeley square .....            | 1 | 0 | Lawford's gate, Bridewell ..... | 1 | 0 |
| Blackbird's gate, Staplethn rd   | 1 | 8 | Montague parade .....           | 1 | 4 |
| Bottom of Horfield road .....    | 1 | 0 | Mr. Tyndall's gate .....        | 1 | 4 |
| Bottom of Park street .....      | 1 | 0 | 1 Mile stone, Glo'ster road     | 1 | 8 |
| College street .....             | 1 | 0 | 1 Mile stone at Baptist mills   | 1 | 8 |
| Com. pound, Durdham down         | 2 | 0 | Opposite Mr. Walker's house,    |   |   |
| Cross roads, Glo'ster road ..... | 1 | 4 | Redland .....                   | 2 | 0 |
| Cumberland basin .....           | 1 | 8 | Public house called the Glass   |   |   |
| Dowry parade .....               | 1 | 8 | house, Lawrence hill .....      | 1 | 4 |
| Glo'ster row, by Richmd. ter.    | 2 | 0 | Redland court, thro' Stoke's    |   |   |
| Glo'ster hotel, Hotwells .....   | 1 | 8 | croft .....                     | 1 | 8 |
| Great Western Cotton works       | 1 | 8 | Rownham Ferry, by N gaol        | 1 | 8 |
| Hotwell house, .....             | 2 | 0 | Royal Western hotel, Coll. pl.  | 1 | 8 |
| Hotwell house, via New Gaol      | 1 | 8 | Saville, by Richmond terrace    | 1 | 8 |
| House, called White Ladies       | 2 | 4 | St. Matthew's church .....      | 1 | 4 |
| Inns or coach offices in )       |   |   | Top of Stoke'scroft .....       | 1 | 0 |
| Bath st, Thomas st, High         | 1 | 0 | White hart, Limekiln lane ..... | 1 | 0 |
| st, Corn st, Wine street, )      |   |   | Saville place, Berkeley placel  | 4 |   |
| Broadmead, or North st, )        |   |   | Zoological gardens .....        | 2 | 4 |

One-third more than the above fares may be charged for every person exceeding three inside, or two inside and one outside

# MANCHESTER COACH & CAB FARES,

FROM THE

LIVERPOOL, LEEDS, AND BIRMINGHAM RAILWAY STATIONS.

A Two-Horse charged one-third more than a One-Horse Coach

| FROM                             | Bolton<br>Railway<br>Station,<br>Salford. | Leeds<br>Station,<br>Hunt's<br>Bank. | Birming-<br>ham statn.<br>Store<br>street. |
|----------------------------------|-------------------------------------------|--------------------------------------|--------------------------------------------|
|                                  | 1 H. Cab.<br>s d s d                      | 1 H. Cab.<br>s d s d                 | 1 H. Cab.<br>s d s d                       |
| Albion Hotel, Piccadilly .....   | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Banks, to all in the town .....  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Blackfriars' inn .....           | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Birmingham Railway station ..    | 1 4 1 0                                   | 1 4 1 0                              | .. ..                                      |
| Bolton Railway station .....     | .. ..                                     | 1 0 0 9                              | 2 8 2 0                                    |
| Bush inn, Deansgate .....        | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Cemetery, Ardwick .....          | 2 4 1 9                                   | 2 4 1 9                              | 2 8 2 0                                    |
| "    Harpurhey .....             | 3 4 2 6                                   | 2 4 1 9                              | 1 0 0 9                                    |
| "    Rusholme road .....         | 1 8 1 3                                   | 1 8 1 3                              | 2 8 2 0                                    |
| "    Cheetham hill .....         | 3 0 2 3                                   | 2 4 1 9                              | 1 4 1 0                                    |
| Clarence inn, Spring gardens ..  | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Commercial inn, Market street    | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Corn Exchange .....              | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Exchange, Market place .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| King's arms, Deansgate .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Ladyman's hotel, Bridge street   | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Leeds Railway station, H. Bank   | 1 0 0 9                                   | .. ..                                | 1 4 1 0                                    |
| Liverpool Railway sta., H. Bank  | 1 0 0 9                                   | .. ..                                | 1 4 1 0                                    |
| Mosley arms, Piccadilly .....    | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Piccadilly coach stand .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Post Office, Brown street .....  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Royal hotel, Mosley street ..... | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Rainbow tavern, Market street    | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Royal Institution .....          | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| School for the Deaf and Dumb     | 2 8 2 0                                   | 2 8 2 0                              | 2 8 2 0                                    |
| Star inn, Deansgate .....        | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| St. Ann's square Coach stand ..  | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| St. Peter's Coach stand .....    | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Talbot inn, Market street .....  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Thatched House tavern .....      | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Theatre, Queen's .....           | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Town Hall, King street .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| "    Salford .....               | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Botanical Gardens .....          | 2 8 2 0                                   | 3 0 2 3                              | 3 0 2 3                                    |



## LIVERPOOL COACH AND CAR FARES

FROM THE  
RAILWAY STATION, LIME STREET.

| Coach                      | Car     | Coach                      | Car     |
|----------------------------|---------|----------------------------|---------|
| s                          | d       | s                          | d       |
| Abercromby-square ....     | 1 6 1 0 | Childwall .....            | 6 0 4 0 |
| Adelphi hotel .....        | 1 0 8   | Clarence Dock (centre g)   | 2 6 1 8 |
| Aigburth Church .....      | 5 6 3 8 | Clayton-square .....       | 1 0 0 8 |
| Anfield lodge .....        | 3 0 2 0 | County House of Correc     | 3 0 2 0 |
| house .....                | 3 6 2 4 | Custom-house .....         | 1 6 1 0 |
| Angel hotel .....          | 1 0 0 8 | Duke-st, end Hanover-st.   | 1 0 0 8 |
| Ashfield .....             | 5 6 3 8 | end Berry-street           | 1 6 1 0 |
| Beacon's-gutter .....      | 2 6 1 8 | Duke's-place .....         | 1 6 1 0 |
| Bedford-st, north of Aber- |         | Edge-hill Coffee House     | 2 0 1 4 |
| cromby-square .....        | 1 6 1 0 | Edge-lane hall .....       | 2 6 1 8 |
| south of ditto .....       | 2 0 1 4 | Everton village, west end  | 1 6 1 0 |
| Berry-st, end Knight-st    | 1 0 0 8 | Brow, end of Nether-       |         |
| Bevington-bush, top end    | 1 6 1 0 | field-road south .....     | 1 6 1 0 |
| Bold-st .....              | 1 0 0 8 | Crescent .....             | 1 6 1 0 |
| Bootle lower rd, south end | 3 0 2 0 | Netherfield-rd, south      | 2 0 1 4 |
| First Toll-bar .....       | 3 6 2 4 | Ditto north end            | 2 6 1 8 |
| Bootle Church & Village    | 5 0 3 4 | St. Ann's hill .....       | 3 6 2 4 |
| Borough Gaol .....         | 2 0 1 4 | Fairfield, London-road     | 2 6 1 8 |
| Botanic Garden (New)       | 2 6 1 8 | Falkner-st, end Bedford-st | 1 6 1 0 |
| Boundary-street, Kirk-     |         | end Smithdown-lane         | 2 0 1 4 |
| dale road, end of .....    | 2 6 2 8 | Falkner-terrace, Upper     |         |
| Brown-lane, end White-     |         | Parliament-st. ....        | 2 0 1 0 |
| field-lane .....           | 2 6 1 8 | Fox-st, end G. Homer-st,   | 1 6 1 0 |
| Breck-house .....          | 3 6 2 4 | George's-pier .....        | 1 6 1 0 |
| Brook-ho, Smithdown-la     | 3 6 2 4 | Gilead-house, Kensington   | 2 0 1 4 |
| Brougham-terrace .....     | 1 6 1 0 | Gloucester pl. (centre of) | 1 6 1 0 |
| Brownlow-st, end Dover-st  | 1 0 0 8 | Grinfield-street, Smith-   |         |
| end Brownlow-hill .....    | 1 6 1 0 | down-lane .....            | 2 0 1 4 |
| Brunswick-dock (centre)    | 2 6 1 8 | Gt. Geo's-st, St James-st. | 1 6 1 0 |
| Cabbage-hall .....         | 3 0 2 0 | Gt. Homer-st, end Fox-st.  | 1 6 1 0 |
| Calderstones, Allerton.    | 6 0 4 0 | Gt. Mersey-st, Kirkdale    | 2 6 1 8 |
| Canal Packet Station.      |         | Gt. Oxford-st. N. south.   | 2 0 1 4 |
| Leeds-street .....         | 1 6 1 0 | north end                  | 2 0 1 4 |
| Canning-st, N. Cemetery    | 1 6 1 0 | Hanover-st, Duke-st ..     | 1 0 0 8 |
| Percy-street .....         | 1 6 1 0 | Canning-place .....        | 1 6 1 0 |
| Grove-street .....         | 2 0 1 4 | Heathfield-house .....     | 5 0 3 4 |
| Cattle Market (New) ..     | 3 6 2 4 | Hope-st, to Canning-st.    | 1 6 1 0 |
| Cemetery (New) .....       | 6 1 0   | to Up. Parliament-st.      | 2 0 1 4 |
| Chatham-street .....       | 2 0 1 4 | Huskisson-st, Chatham-     |         |
| Chester-st, Upper War-     |         | street .....               | 2 0 1 4 |
| wick-street .....          | 2 0 1 4 | Islington-sq, end Shaw-st  | 1 0 0 8 |

(OVER)

| Coach                       | Car     | Coach                      | Car     |
|-----------------------------|---------|----------------------------|---------|
| s                           | d       | s                          | d       |
| Kensington to Mr Carvers    | 1 6 1 0 | Seacombe-slip .....        | 1 6 1 0 |
| Queen's Arms Hotel ....     | 1 6 1 0 | Seel-street .....          | 1 0 0 8 |
| Kirkdale, Liver inn .....   | 2 6 1 8 | Shaw-street, Islington..   | 1 6 1 0 |
| Lark-hill (West Derby)      | 4 6 3 0 | Everton Brow .....         | 1 6 1 0 |
| Low-hill .....              | 1 6 1 0 | Smithdown lane, end of     |         |
| Marybone, end Gt. Cross     |         | Lodge-lane .....           | 2 6 1 8 |
| hall-street .....           | 1 0 0 8 | Soho-st, end W. Henry-st   | 1 0 0 8 |
| Moss-st, Islington-sq. .... | 1 0 0 8 | South Shore (tall house)   | 3 0 2 0 |
| London-road .....           | 1 6 1 0 | Spekelands .....           | 2 6 1 8 |
| Mount-pleasant, end of      |         | Stanhope-street .....      | 2 0 1 4 |
| Hope-street .....           | 1 6 1 0 | St. Ann's Church .....     | 1 0 0 8 |
| Necropolis, Low hill .....  | 1 6 1 0 | St. Anthony's Chapel ..    | 2 0 1 4 |
| Netherfield-road North,     |         | St. James' Market .....    | 1 6 1 0 |
| Mr. Earle's house .....     | 2 0 1 4 | St. James' walk, Upper     |         |
| Newsham-house .....         | 2 6 1 8 | Parliament-street .....    | 2 0 1 4 |
| Oak-hill, Old Swan .....    | 4 6 3 0 | St. Martin's Market ..     | 1 6 1 0 |
| Old Swan .....              | 4 0 2 8 | St. Michael's Ch. Pitt-st. | 1 6 1 0 |
| Oxford-st, Crown st .....   | 2 0 1 4 | St. Patrick's Chapel, St.  |         |
| Paddington, half way up     | 1 6 1 0 | James' .....               | 2 0 1 4 |
| Park-lane, end Kent-st.     | 1 6 1 0 | Town-hall .....            | 1 6 1 0 |
| Parliament-st, Queensdk     | 2 6 1 8 | Toxteth-park, High-park    |         |
| Pembroke-place, end of      |         | Coffee-house .....         | 2 6 1 8 |
| Ashton-street .....         | 1 0 0 8 | Lower park Coffee-h.       | 3 0 2 0 |
| Pythian-st, Low-hill (cen)  | 1 6 1 0 | The Dingle .....           | 3 6 2 4 |
| Plumbe's-hall .....         | 2 6 1 8 | Herculaneum pottery        | 3 6 2 4 |
| Prince's dock, center ga.   | 2 0 1 4 | St. Michael's church       | 1 0 2 8 |
| Basin .....                 | 2 6 1 8 | Fulwood lodge .....        | 1 6 3 0 |
| Queen's dock, Norfolk-st.   | 2 0 1 4 | Otterspool .....           | 5 0 3 4 |
| Queen's-square .....        | 1 0 0 8 | Tuebrook .....             | 3 6 2 4 |
| Railway Sta. Wapping ..     | 2 0 1 4 | Vauxhall-rd, end Leeds-st  | 1 0 0 8 |
| Ranelagh-place .....        | 1 0 0 8 | Burlington-st. ....        | 1 6 1 0 |
| Richmond-hill, Breck-la.    | 3 0 2 0 | Leigh bridge .....         | 2 0 1 4 |
| Rodney-st, Leese st .....   | 1 0 0 8 | Warwick-street, Park-rd    | 2 0 1 4 |
| Mount-pleasant .....        | 1 0 0 8 | Waterloo hotel .....       | 1 0 0 8 |
| Rodney-st, Duke-street      | 1 6 1 0 | Wavertree .....            | 4 0 2 8 |
| Roscommon-st, bot. end      | 1 6 1 0 | Wellington-road .....      | 2 6 1 8 |
| Netherfield-rd. south       | 2 0 1 4 | West Derby Chapel .....    | 5 0 3 4 |
| Royal hotel .....           | 1 0 0 8 | West Derby-street .....    | 1 6 1 0 |
| Sandhill's-bridge .....     | 3 0 2 0 | Williamson-square .....    | 1 0 0 8 |
| Saracen's-head inn .....    | 1 0 0 8 | Windsor-st, Up. Hill-st    |         |
| Scotland-place .....        | 1 0 0 8 | Harrington .....           | 2 0 1 4 |
| Scotland-rd. Mile end ..    | 1 6 1 0 | Zoological Gardens .....   | 2 0 1 4 |

FARES.--The fare of every Carriage, being a Coach, for a distance not exceeding one thousand yards, one shilling; exceeding one thousand yards and not exceeding one thousand seven hundred yards, one shilling and sixpence; and for each seven hundred yards, or any intermediate distance, the additional sum of sixpence.--Car fares one-third less.

# LEEDS HACKNEY COACH FARES.

For Coaches with four wheels From 7 in the morning till 12 at night

## BY TIME.

|                                              |       |
|----------------------------------------------|-------|
| Not exceeding first quarter of an hour ..... | 1s 0d |
| Every succeeding quarter of an hour .....    | 0 6   |
| For every day not exceeding 12 hours .....   | 18 0  |

## BY DISTANCE.

|                                                                                             |     |
|---------------------------------------------------------------------------------------------|-----|
| Not exceeding two-thirds of a mile .....                                                    | 1 0 |
| Exceeding two-thirds of a mile, but not exceeding 1 mile 1 6                                |     |
| For every distance not exceeding one-third of a mile after the first mile, additional ..... | 0 6 |
| For every passenger above four an addition of one-fourth of the whole fare.                 |     |
| For every stoppage (after the 1st fare) to take 2 or more up 0 6                            |     |
| For every quarter of an hour waiting, after being called or sent for, additional .....      | 0 6 |
| Persons calling a Coach and not using it .....                                              | 1 0 |
| Coaches taken through a Tollgate where mileage is due, for every mile, additional .....     | 0 3 |

Where any Coach is sent for and not used, the sum charged to be according to the distance from the Stand or other place where engaged, to the place where sent to, with an additional charge for waiting, if any due.

Where the fare for any Coach, &c. with 4 wheels, amounts to 4s., or for any Car, &c. with two wheels, to 3s., the person or persons hiring the same to be at liberty to detain the same not exceeding one hour, and return again for half fare.

The driver or owner to be at liberty to charge either for time or distance, at his option.

Where any Coach or other carriage, with four wheels or two wheels, shall take up a fare, between the hours of 12 o'clock at night and 7 o'clock in the morning, (which the owner or driver may, at his option, elect or decline to do), such owner or driver shall be entitled to demand and receive double the fares above-mentioned; which fares shall be deemed a compensation for any reasonable luggage\* which the passenger may have with him.

The Omnibus charges are 6d, each to all parts of the town, with 112lbs. of luggage to each person.

This applies both to night and day fares.

# GLASGOW HACKNEY COACH FARES.

## ONE SHILLING FARES.—HALF MILE.

*From the stand at the Cross, to*  
Sidney street, Gallowgate—High Church—Royal Exchange—South End of Old Bridge.

*From the stand, foot of Glassford street, to*  
Foot of Jamaica street—St. George's Church—York street, Argyll street—Portland street, Carlton Place.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
Henrietta street, Gallowgate.

*From the stand, Maxwell street, to*  
Mains street, Argyll street—Carlton Place—Brown street, Broomielaw—John street, George street—Renfield street, St. Vincent street.

*From the stand, West George street, near Renfield street to*  
Woodside street, Garscube road—Oswald street, Broomielaw—Albion street, George street.

*From the stand, south side of George Square, to*  
Cowcaddens Toll—North End of Glasgow Bridge—Blythswood Place—North End of Old Bridge.

*From the stand, Steam Boat Quay, to*  
Cranston Hill—North End of Glasgow Bridge.

## One Shilling and Sixpence—One mile.

*From the stand at the Cross, to*  
St. Rollox, Monkland Canal—Gorbals Church Yard—East End of Sauchiehall road.

*From the stand, foot of Glassford street, to*  
Port-Eglington—Clyde street, Broomielaw—Maitland street, Maxwellton place—Cowcaddens.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
York street, Argyll street—St. George's Church—Camlachie Toll—Foot of Jamaica street.

*From the stand, Maxwell street, to*  
West End of Anderston—Cavalry Barracks—Steam Boat Quay—Port-Dundas road—Infirmary.

*From the stand, West George street, near Renfield street, to*  
Black Quarry Toll—Port-Eglington, West End of Anderston—South End of Hutcheson Bridge—Port Dundas.

*From the stand, south side of George Square, to*  
Port Dundas—Monkland Canal Basin—Steam Boat Quay.

*From the Stand, Steam Boat Quay, to*  
George Square—Hutcheson Bridge—Eglington street.



**Two Shillings and Threepence.**

ONE AND HALF MILE.

*From the stand at the Cross, to**Botanic Gardens—Sighthill—Port-Eglinton—Steam Boat Quay  
—Rutherglen Bridge.**From the stand, Gallowgate, near Saracen's Head Inn, to  
West End of Anderston—Clyde street, Broomielaw.**From the stand, Maxwell street, to**Sandyford Toll—Black Quarry Toll.**From the stand, West George street, near Renfield street, to  
Sandyford Toll—Whitevale.**From the stand, south side of George Square, to  
Botanic Garden—Lodge-my-Loons—Hamilton Hill.**From the stand, Steam Boat Quay, to**Infantry Barracks—Blythswood Place—Kensington Place.***Two Shillings and Sixpence.**

ONE AND THREE-QUARTERS MILE.

*From the stand at the Cross, to**Shawfield Toll—Flemington—Port-Eglinton Toll—Sawmillfield.**From the stand, foot of Glassford street, to**Strathbungo—Carntyne Toll—Sighthill—St. George's road.**From the stand, Gallowgate, near Saracen's Head Inn, to**Finnieston road, Dumbarton road—Muirhouse Toll—Sighthill.**From the stand, Maxwell street, to**St. George's road.**From the stand, West George street, near Renfield street, to**Campbellfield, Gallowgate—Strathbungo—Barrowfield Toll.**From the stand, south side of George Square, to**Sighthill—Strathbungo—Shawfield Printfield.**From the stand, Steam Boat Quay, to**Port-Dundas—Garnethill—Green street, Great Hamilton st.***Southampton Flies.***To or from the Railway Terminus or any of the Hotels, or to  
any part of the town at the following fares:—*

|                                                                      | 1 p.  | 2 p.  |
|----------------------------------------------------------------------|-------|-------|
| FLYS, (Luggage included.)                                            | s. d. | s. d. |
| To the Pier, and all below the Bar .....                             | 1 0   | 1 6   |
| To any part above Bar, or within the<br>boundaries of the Town ..... | 1 6   | 2 0   |
| To Four-post, Highfield, and Portswold ....                          | 2 6   | 3 0   |
| <i>Barrowmen and Porters.</i>                                        | s. d. |       |
| To the Pier, and all below the Market .....                          | 1 0   |       |
| To above the Market, and within the Bar                              | 1 6   |       |
| To above the Bar .....                                               | 2 0   |       |

**DUBLIN COACH AND CAR FARES.**

Note.—All public carriages are under the control of the Magistrates of the head office of Police, Exchange Court, Royal Exchange, to whom complaints against owners or drivers are to be preferred, within fourteen days after the offence is committed.

**RATES ACCORDING TO TIME.**

|                                                                           | From 6 a.m.<br>to 12 Night. |               | From 12 Night<br>to 6 a.m. |              |
|---------------------------------------------------------------------------|-----------------------------|---------------|----------------------------|--------------|
|                                                                           | Coach                       | Car           | Coach                      | Car          |
| A Set down within the public lights,<br>if within the Circular Road ..... | s. d.<br>1 4                | s. d.<br>0 10 | s. d.<br>2 0               | s. d.<br>1 3 |
| Beyond the Circular Road, and with-<br>in the Royal and Grand Canals..    | 1 6                         | 1 0           | 2 2                        | 1 6          |
| For the first hour .....                                                  | 2 0                         | 1 3           | 2 0                        | 1 3          |
| For every hour after .....                                                | 1 6                         | 0 8           | 2 0                        | 1 3          |
| For twelve hours .....                                                    | 12 6                        | 7 0           | —                          | —            |

Fares of Carriages plying as stages between Dublin and Kingstown:—

For an inside seat in a Coach or Caravan, drawn  
by two or more horses .....

For an outside seat on same .....

Those carriages cannot be compelled to leave Kingstown road, except by private agreement.

All carriages to travel at the rate of five miles per hour, at the least.

Carriages are deemed on their stand wherever met, provided they be not at the time actually engaged.

A set-down implies going to any of the places, rated, and returning with the employer, provided there be not a delay of more than fifteen minutes.

If there be a delay of more than fifteen minutes caused by the employer at any place rated, the driver may charge the set-down there, and for every half-hour after, at the same rate as if taken by the hour.

Drivers of carriages or cars have the choice of being paid either the fare to any of the places rated, or by the hour; but in no case to exceed a day's fare.

Each carriage or car to carry four grown persons and 30lbs. of luggage, or a child on the lap, and no more, except by agreement with the driver.

The owners and drivers of carriages and cars are required by the Magistrates to have a book of the fares always with them when employed by the public, to produce to them for their information, and any driver neglecting to have such book of fares, or refusing to produce it when demanded, by the person hiring the same, is liable to a fine of twenty shillings.

## TABLE

## OF THE LATITUDES AND LONGITUDES,

And consequent Difference of Time, in *minutes* and *seconds*, compared with GREENWICH, of some of the principal Towns and Ports in the Empire; from which also the difference of time at any two places named in the Table, may readily be found.

## ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow<br>as compared<br>with Greenwich |         |
|----------------------|-------------|-----------|-----------------------------------------------------|---------|
|                      |             |           | MIN.                                                | SEC.    |
| Bangor .. ..         | 53 14       | 4 6 w     | 16                                                  | 24 slow |
| Barnsley .. ..       | 53 54       | 1 32 w    | 6                                                   | 8 slow  |
| Bath .. ..           | 51 23       | 2 22 w    | 9                                                   | 28 slow |
| Berwick .. ..        | 55 47       | 2 0 w     | 8                                                   | 0 slow  |
| Birmingham ..        | 52 30       | 1 53 w    | 7                                                   | 32 slow |
| Bolton .. ..         | 53 35       | 2 26 w    | 9                                                   | 44 slow |
| Bridgewater ..       | 51 8        | 2 59 w    | 11                                                  | 56 slow |
| Brighton .. ..       | 50 50       | 0 8 w     | 0                                                   | 32 slow |
| Bradford, York       | 53 48       | 1 47 w    | 7                                                   | 8 slow  |
| Bristol .. ..        | 51 27       | 2 35 w    | 10                                                  | 20 slow |
| Buxton .. ..         | 53 15       | 1 55 w    | 7                                                   | 40 slow |
| Cambridge .. ..      | 52 13       | 0 6 E     | 0                                                   | 24 fast |
| Canterbury ..        | 51 18       | 1 4 E     | 4                                                   | 16 fast |
| Carlisle .. ..       | 54 53       | 2 54 w    | 11                                                  | 36 slow |
| Cheltenham ..        | 51 54       | 2 4 w     | 8                                                   | 16 slow |
| Chester .. ..        | 53 11       | 2 53 w    | 11                                                  | 32 slow |
| Coventry .. ..       | 52 24       | 1 30 w    | 6                                                   | 0 slow  |
| Croydon .. ..        | 51 23       | 0 7 E     | 0                                                   | 28 fast |
| Darlington ..        | 54 32       | 1 34 w    | 6                                                   | 16 slow |
| Derby .. ..          | 52 56       | 1 28 w    | 5                                                   | 52 slow |
| Dover .. ..          | 51 8        | 1 18 E    | 5                                                   | 12 fast |
| Dungeness Lt. house  | .. ..       | 0 58 E    | 3                                                   | 52 fast |
| Durham .. ..         | .. ..       | 1 30 w    | 6                                                   | 0 slow  |
| Eddystone Lt. house  | 50 11       | 4 17 w    | 17                                                  | 8 slow  |
| Exeter .. ..         | 50 43       | 3 32 w    | 14                                                  | 8 slow  |
| Falmouth .. ..       | 50 9        | 5 4 w     | 20                                                  | 16 slow |
| Gloucester ..        | 51 52       | 2 14 w    | 8                                                   | 56 slow |
| Halifax .. ..        | 53 44       | 1 52 w    | 7                                                   | 28 slow |
| Holyhead .. ..       | 53 19       | 4 38 w    | 18                                                  | 32 slow |
| Hull .. ..           | 53 45       | 0 20 w    | 1                                                   | 20 slow |
| Ipswich .. ..        | 52 4        | 1 8 E     | 4                                                   | 32 fast |
| Lancaster .. ..      | 54 3        | 2 47 w    | 11                                                  | 8 slow  |



## ENGLAND AND WALES.

| Name         | Dist. from London | And con-<br>To diff<br>ma. | es of Places, &c.   | Latitude N. | Longitude | Time, fast or slow<br>as compared<br>with Greenwich |         |
|--------------|-------------------|----------------------------|---------------------|-------------|-----------|-----------------------------------------------------|---------|
|              |                   |                            |                     |             |           | MIN.                                                | SEC.    |
| Bang         | 1                 |                            | nd's End ..         | 50 5        | 5 43 w    | 22                                                  | 52 slow |
| Barn         | 1                 |                            | eds .. ..           | 53 48       | 1 34 w    | 6                                                   | 16 slow |
| Bath         | 2                 |                            | cester .. ..        | 52 38       | 1 8 w     | 4                                                   | 32 slow |
| Beiw         | 2                 |                            | ncoln .. ..         | 53 14       | 0 33 w    | 2                                                   | 12 slow |
| Birr         | 2                 |                            | verpool .. ..       | 53 25       | 2 59 w    | 11                                                  | 56 slow |
| Bolts        | 2                 |                            | ard Light ..        | 49 57       | 5 13 w    | 20                                                  | 52 slow |
| Brid         | 2                 |                            | ondon, Saint Paul's | 51 31       | 0 5 w     | 0                                                   | 22 slow |
| Brig         | 2                 |                            | cclesfield ..       | 53 16       | 2 8 w     | 8                                                   | 32 slow |
| Brad         | 2                 |                            | anchester ..        | 53 29       | 2 13 w    | 8                                                   | 52 slow |
| Brist        | 2                 |                            | erthyr Tydvil ..    | 51 44       | 3 22 w    | 13                                                  | 28 slow |
| Buxt         | 2                 |                            | ewcastle-on-Tyne    | 54 59       | 1 37 w    | 6                                                   | 28 slow |
| Cam          | 2                 |                            | arthampton ..       | 52 14       | 0 54 w    | 3                                                   | 36 slow |
| Cant         | 2                 |                            | orwich .. ..        | 52 38       | 1 18 E    | 5                                                   | 12 fast |
| Carli        | 2                 |                            | ottingham ..        | 52 58       | 1 9 w     | 4                                                   | 36 slow |
| Chel         | 2                 |                            | xford .. ..         | 51 45       | 1 15 w    | 5                                                   | 1 slow  |
| Ches         | 2                 |                            | ymouth .. ..        | 50 23       | 4 7 w     | 16                                                  | 29 slow |
| Cove         | 2                 |                            | portsmouth ..       | 50 47       | 1 6 w     | 4                                                   | 24 slow |
| Croy.        | 2                 |                            | reston .. ..        | 53 46       | 2 41 w    | 10                                                  | 44 slow |
| Darl         | 2                 |                            | amsgate .. ..       | 51 21       | 1 24 E    | 5                                                   | 36 fast |
| Derl         | 2                 |                            | ochdale .. ..       | 53 37       | 2 9 w     | 8                                                   | 36 slow |
| Dov          | 2                 |                            | ugby .. ..          | 52 22       | 1 15 w    | 5                                                   | 0 slow  |
| Dun          | 2                 |                            | carborough ..       | 54 17       | 24 w      | 1                                                   | 36 slow |
| Dur          | 2                 |                            | elby .. ..          | 53 47       | 1 3 w     | 4                                                   | 12 slow |
| Edd          | 2                 |                            | hields .. ..        | 55 0        | 1 26 w    | 5                                                   | 44 slow |
| Exe          | 2                 |                            | heffield .. ..      | 53 23       | 1 30 w    | 6                                                   | 0 slow  |
| Fah          | 2                 |                            | outhampton ..       | 50 54       | 1 24 w    | 5                                                   | 36 slow |
| Gloi         | 2                 |                            | tafford .. ..       | 52 48       | 2 7 w     | 8                                                   | 28 slow |
| Hali         | 2                 |                            | tockport .. ..      | 53 25       | 2 9 w     | 8                                                   | 36 slow |
| Hol          | 2                 |                            | tockton-on-Tees     | 54 34       | 1 19 w    | 5                                                   | 16 slow |
| Hul          | 2                 |                            | underland ..        | 54 55       | 1 23 w    | 5                                                   | 32 slow |
| Ips          | 2                 |                            | Wakefield ..        | 53 41       | 1 32 w    | 6                                                   | 8 slow  |
| Lan          | 2                 |                            | Wigan .. ..         | 53 33       | 2 38 w    | 9                                                   | 52 slow |
|              |                   |                            | Winchester ..       | 51 4        | 1 19 w    | 5                                                   | 16 slow |
|              |                   |                            | Windsor .. ..       | 51 29       | 0 37 w    | 2                                                   | 28 slow |
|              |                   |                            | Wolverhampton       | 52 35       | 2 8 w     | 8                                                   | 32 slow |
|              |                   |                            | Worcester ..        | 52 12       | 2 13 w    | 8                                                   | 52 slow |
|              |                   |                            | Yarmouth ..         | 52 36       | 1 46 E    | 7                                                   | 4 fast  |
|              |                   |                            | York .. ..          | 53 58       | 1 6 w     | 4                                                   | 24 slow |
| ISLE OF MAN. |                   |                            |                     |             |           |                                                     |         |
|              |                   |                            | Douglas .. ..       | 54 11       | 4 30 w    | 18                                                  | 0 slow  |

m Morning a Afternoon.

QUARTERLY  
TERMS.

| ☉ New Moon   | SUNDAY. | MONDAY. | TUESDAY. | WEDNESDAY. | THURSDAY. | FRIDAY. | SATURDAY. |
|--------------|---------|---------|----------|------------|-----------|---------|-----------|
| ☾ Full Quar. | 1st day | 2nd day | 3rd day  | 4th day    | 5th day   | 6th day | 7th day   |
| ☽ First Moon |         |         |          |            |           |         |           |
| ☽ Last Quar. |         |         |          |            |           |         |           |

| JAN.       | S  | M  | T  | W  | T  | F  | S  |
|------------|----|----|----|----|----|----|----|
| 1st Month  |    |    |    |    |    |    |    |
| ☉ 1,3,24a  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☾ 8,7,13m  | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 15,8,51m | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☉ 22,3,20a | 26 | 27 | 28 | 29 | 30 | 31 |    |
| ☉ 31,1,56m |    |    |    |    |    |    |    |

| FEB.       | S  | M  | T  | W  | T  | F  | S  |
|------------|----|----|----|----|----|----|----|
| 2d Month   |    |    |    |    |    |    |    |
| ☉ 6,6,35a  | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☉ 14,5,0m  | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 22,6,46m | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|            | 23 | 24 | 25 | 26 | 27 | 28 |    |

| MARCH      | S  | M  | T  | W  | T  | F  | S  |
|------------|----|----|----|----|----|----|----|
| 3rd Month  |    |    |    |    |    |    |    |
| ☉ 1,10,14m | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☉ 8,6,36m  | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 16,1,53m | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☉ 23,8,19a | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| ☉ 30,5,0a  | 30 | 31 |    |    |    |    |    |

| APRIL       | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 4th Month   |    |    |    |    |    |    |    |
| ☉ 6,7,40a   | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| ☉ 14,9,23a  | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 22,7,12m  | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 28,11,20a | 27 | 28 | 29 | 30 |    |    |    |

| MAY        | S  | M  | T  | W  | T  | F  | S  |
|------------|----|----|----|----|----|----|----|
| 5th Month  |    |    |    |    |    |    |    |
| ☉ 6,9,58m  | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| ☉ 14,2,9a  | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| ☉ 21,3,58a | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| ☉ 28,6,25m | 25 | 26 | 27 | 28 | 29 | 30 | 31 |

| JUNE        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 6th Month   |    |    |    |    |    |    |    |
| ☉ 5,1,8a    | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| ☉ 13,3,43m  | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☉ 19,11,18a | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| ☉ 26,3,27a  | 29 | 30 |    |    |    |    |    |

| Lady's 23 Mar  | S | M | T | W | T | F | S |
|----------------|---|---|---|---|---|---|---|
| Mids. 24 Sept  |   |   |   |   |   |   |   |
| Mich. 29 June  |   |   |   |   |   |   |   |
| Chris. 25 Dec. |   |   |   |   |   |   |   |

| JULY       | S  | M  | T  | W  | T  | F  | S  |
|------------|----|----|----|----|----|----|----|
| 7th Month  |    |    |    |    |    |    |    |
| ☉ 4,4,30a  | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| ☉ 12,2,22a | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 19,6,3m  | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 26,3,20m | 27 | 28 | 29 | 30 | 31 |    |    |

| AUG.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 8th Month   |    |    |    |    |    |    |    |
| ☉ 3,7,25m   | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| ☉ 10,10,41a | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☉ 17,1,17a  | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☉ 24,6,27a  | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|             | 31 |    |    |    |    |    |    |

| SEPT.       | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 9th Mon.    |    |    |    |    |    |    |    |
| ☉ 1,9,35a   | 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| ☉ 9,5,24m   | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ☉ 15,10,13a | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ☉ 23,0,26a  | 28 | 29 | 30 |    |    |    |    |

| OCT.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 10th Mon.   |    |    |    |    |    |    |    |
| ☉ 1,10,59m  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☉ 8,11,31m  | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 15,9,56m  | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☉ 23,8,14m  | 26 | 27 | 28 | 29 | 30 | 31 |    |
| ☉ 30,11,42a |    |    |    |    |    |    |    |

| NOV.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 11th Mon.   |    |    |    |    |    |    |    |
| ☉ 6,6,15a   | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☉ 14,0,55m  | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 22,4,26m  | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☉ 29,11,41m | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|             | 30 |    |    |    |    |    |    |

| DEC.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 12th Mon.   |    |    |    |    |    |    |    |
| ☉ 6,2,52m   | 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| ☉ 13,6,13a  | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ☉ 21,11,27a | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ☉ 28,10,53a | 28 | 29 | 30 | 31 |    |    |    |

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## CAB FARES

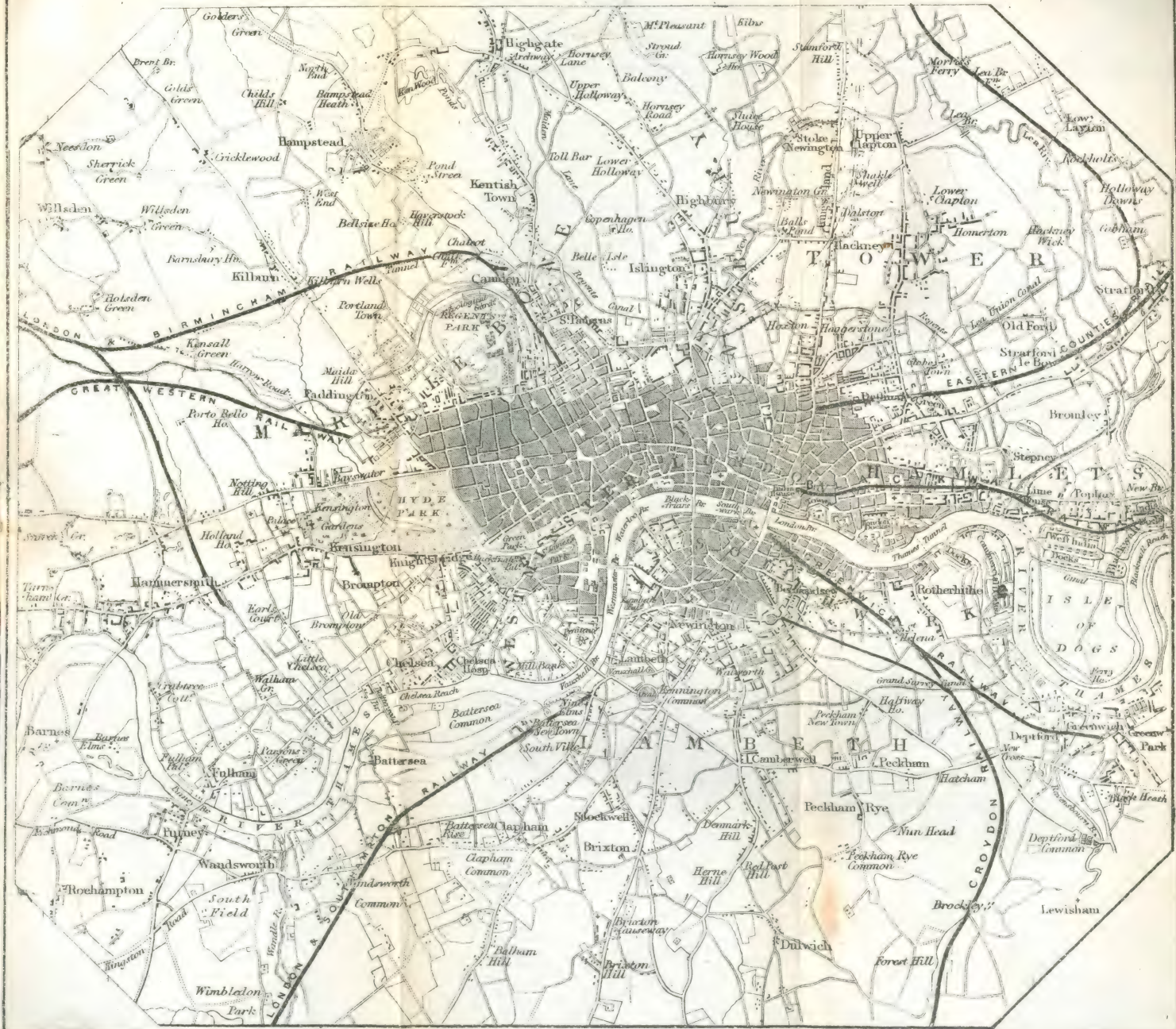
FROM THE

BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON  
AND EASTERN COUNTIES RAILWAY STATIONS,  
LONDON.

For a Two-Horse Carriage one-half more, by Time or Distance.

| FROM                          | Birmingham<br>Station | Great Western<br>Station | Sh. Western<br>Station | Brighton<br>Station | London Bdg<br>Station | East Counties<br>Station |
|-------------------------------|-----------------------|--------------------------|------------------------|---------------------|-----------------------|--------------------------|
| Adelphi terrace stand         | 1s 4d                 | 2s 4d                    | 1s 8d                  | 1s 8d               | 2s                    |                          |
| Admiralty                     | 1 4                   | 2 4                      | 1 8                    | 1 8                 | 2                     |                          |
| Aldgate pump                  | 2 4                   | 4 0                      | 2 8                    | 1 0                 | 1 1                   |                          |
| Aldersgate st.                | 1 8                   | 3 0                      | 2 8                    | 1 4                 | 1 1                   |                          |
| Baker street, Crawford st.    | 1 4                   | 1 0                      | 2 8                    | 3 0                 | 3                     |                          |
| Bank of England               | 2 0                   | 3 4                      | 2 4                    | 0 8                 | 0                     |                          |
| Battersea bridge              | 3 8                   | 3 0                      | 1 8                    | 4 0                 | 3                     |                          |
| Bayswater road, Albion st.    | 1 8                   | 0 8                      | 2 8                    | 3 0                 | 3                     |                          |
| Ditto Flora garden            | 2 0                   | 0 8                      | 2 4                    | 3 8                 | 3 1                   |                          |
| Bedford row                   | 1 4                   | 2 4                      | 2 4                    | 1 8                 | 1                     |                          |
| Ditto square                  | 0 8                   | 2 0                      | 2 4                    | 2 0                 | 2                     |                          |
| Belgrave square               | 2 4                   | 2 0                      | 1 8                    | 3 0                 | 3                     |                          |
| Birmingham railway station    | 2                     | 2 0                      | 2 4                    | 2 0                 | 2                     |                          |
| Bishopsgate st., Four Swans   | 2 4                   | 3 4                      | 2 4                    | 1 0                 | 0                     |                          |
| Blackfriars rd. Stamford st.  | 2 4                   | 3 0                      | 1 8                    | 1 0                 | 1                     |                          |
| Ditto bridge street           | 1 8                   | 2 8                      | 2 0                    | 1 0                 | 1                     |                          |
| Blackwall Railway             | 2 4                   | 3 8                      | 2 4                    | 0 8                 | 1                     |                          |
| Bloomsbury square             | 0 8                   | 2 4                      | 2 4                    | 1 8                 | 2                     |                          |
| Bond street, Oxford-street    | 1 4                   | 1 4                      | 2 4                    | 2 4                 | 2                     |                          |
| British Museum                | 0 8                   | 2 0                      | 2 4                    | 2 0                 | 2                     |                          |
| Brighton railway station      | 2 4                   | 3 8                      | 2 0                    | 1                   | 1                     |                          |
| Bricklayers' arms             | 2 8                   | 3 8                      | 1 8                    | 1                   | 0                     | 4                        |
| Brixton church                | 3 8                   | 4 4                      | 1 8                    | 2 8                 | 3                     | 4                        |
| Bryanston square              | 1 8                   | 1 0                      | 2 4                    | 3 0                 | 3                     | 4                        |
| Buckingham gate               | 2 0                   | 2 4                      | 1 4                    | 2 0                 | 3                     | 4                        |
| Camden town, Union terrace    | 0 8                   | 2 0                      | 3 0                    | 2 8                 | 2                     | 4                        |
| Cavendish square              | 1 0                   | 1 4                      | 2 4                    | 2 4                 | 2                     | 8                        |
| Charles street, Oxford street | 1 0                   | 1 8                      | 2 0                    | 2 0                 | 2                     | 4                        |
| Chancery lane                 | 1 4                   | 2 4                      | 2 4                    | 1 4                 | 1                     | 8                        |
| Charing cross                 | 1 4                   | 2 4                      | 1 8                    | 2 0                 | 2                     | 0                        |
| Cheapside                     | 1 8                   | 3 0                      | 2 4                    | 0 8                 | 1                     | 0                        |

## MAP OF THE RAILWAYS AROUND LONDON.





MAP OF THE RAILWAYS AROUND LONDON.







Names of Railways in England, as numbered in the Map.

|                                                   | Mile | Am't. of share. |                                   | Miles. | Amount of share. |
|---------------------------------------------------|------|-----------------|-----------------------------------|--------|------------------|
| 1. Birmingham & Derby Junction                    | 38½  | £ 100           | 21. Manchester and Birmingham     | 45     | £70              |
| 2. Birmingham and Gloucester ..                   | 62   | 100             | 22. Manchester & Birmingham Ex    | 60     | 100              |
| 3. Birmingham, Bristol, & Thames Junction .. .. . | 3    | 20              | 23. Manchester, Bolton, & Bury    | 10     | 100              |
| 4. Bolton and Leigh .. .. .                       | 10   | 100             | 24. Maryport and Carlisle         | 28     | 60               |
| 5. Bristol and Exeter .. .. .                     | 76   | 100             | 25. Midland Counties .. .. .      | 57     | 100              |
| 6. Bolton and Preston .. .. .                     | 14   | 50              | 26. Newcastle and Carlisle        | 61     | 100              |
| 7. Chester and Birkenhead .. .. .                 | 15   | 50              | 27. Newcastle and North Shields   | 6½     | 50               |
| 8. Chester and Crewe .. .. .                      | 18   | 50              | 28. North Midland .. .. .         | 72     | 100              |
| 9. Cromford and High Peak .. .. .                 | 32½  | —               | 29. North Union .. .. .           | 22     | 75               |
| 10. Croydon .. .. .                               | 10   | —               | 30. Northern and Eastern .. .. .  | 52     | 100              |
| 11. Eastern Counties .. .. .                      | 126  | 25              | 31. St. Helen's and Runcorn Gap   | 8      | 100              |
| 12. Grand Junction .. .. .                        | 97   | —               | 32. Sheffield and Manchester ..   | 40     | 100              |
| 13. Great North of England .. .. .                | 74   | 100             | 33. Sheffield and Rotherham ..    | 6      | 25               |
| 14. Great Western .. .. .                         | 117  | 100             | 34. Stockton and Darlington ..    | 25     | 100              |
| 15. Hull and Selby .. .. .                        | 30   | 50              | 35. York and North Midland ..     | 23     | 50               |
| 16. Lancashire and Preston Junction               | 20   | 50              | 36. South Eastern and Dover ..    | 67     | 50               |
| 17. Leeds and Selby .. .. .                       | 20   | 100             | 37. Canterbury and Whitstable     | 6      | 50               |
| 18. Leicester and Swannington .. ..               | 16   | 50              | 38. Greenwich .. .. .             | 4      | 20               |
| 19. Liverpool and Manchester .. .. .              | 81   | 100             | 39. Preston and Wyre .. .. .      | 19     | 50               |
| 20. London and Birmingham .. .. .                 | 112  | 100             | 40. Taff Vale .. .. .             | —      | —                |
| 21. London and Southampton .. .. .                | 76   | —               | 41. Manchester & Bolton Extension | —      | —                |
|                                                   |      |                 | 42. London and Brighton .. .. .   | 46     | —                |



# RAILWAYS IN ENGLAND AND WALES.

English Miles.  
0 10 20 30 40

EXPLANATION  
Railways now open  
Railways in progress





BRADSHAW'S  
**Railway Companion,**

CONTAINING  
THE TIMES OF DEPARTURE  
FARES, &c.  
OF THE RAILWAYS IN GREAT BRITAIN  
AND IRELAND,

AND ALSO  
Hackney Coach Fares,  
FROM THE PRINCIPAL RAILWAY STATIONS

ILLUSTRATED WITH  
MAPS OF THE COUNTRY THROUGH WHICH THE  
RAILWAYS PASS,

AND PLANS OF  
LONDON, BIRMINGHAM, BRISTOL  
LIVERPOOL, AND MANCHESTER.

PRICE ONE SHILLING.

LONDON:

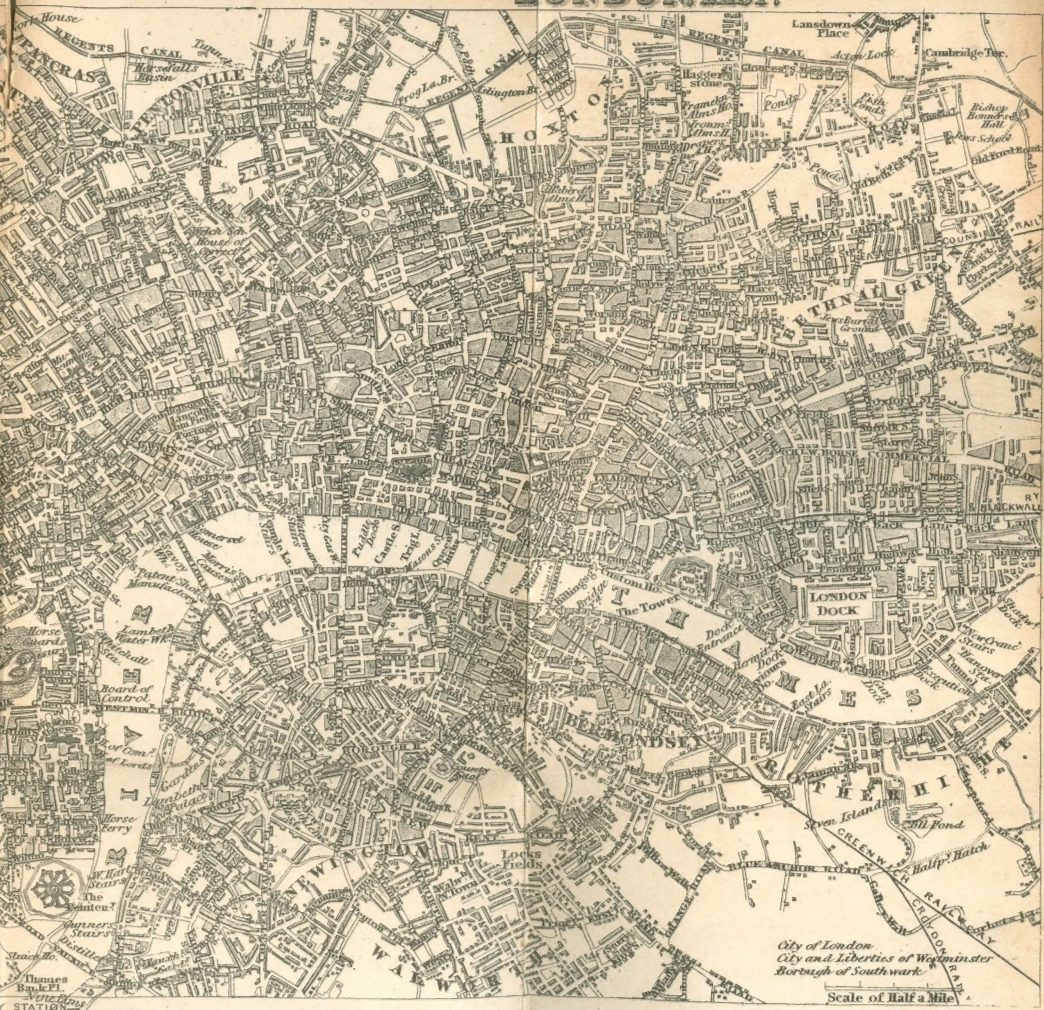
PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION  
OFFICE, 59, FLEET-STREET, W. J. ADAMS, AGENT;  
AND SOLD BY ALL BOOKSELLERS & RAILWAY COMPANIES

1845.

LONDON, WEST.



LONDON, EAST.



City of London  
City and Liberties of Westminster  
Borough of Southwark

Scale of Half a Mile



# LONDON, WEST.

# LONDON, EAST.



City of London  
City and Liberties of Westminster  
Borough of Southwark

Scale of Half a Mile

SOUTH WESTERN RAILWAY STATION